

# EME Journal



## 60 Years of Electrical and Mechanical Engineering





# Introduction



**T**he 60th Anniversary of the Branch has come and gone. Many of you celebrated within your unit lines and others made the pilgrimage to Borden for the National Celebration which included a Sports Day, opening of the Heritage Display Room (when in Borden, this is a must see), Change of Colonel Commandant and Branch Chief Warrant Officer Parade and a gala Dinner and Dance. Within these pages are some articles and photos telling of unit celebrations across the country and around the world. I hope you enjoy them and are perhaps encouraged to write an article or two of your own for the Journal. There is nothing more satisfying than to see your name in print.

This issue of the Journal will be the last one to be produced from the EME Branch Adjutant's office in Borden. Further issues will be produced by 202 Workshop Depot in Montréal. It is my hope that you will give them the same terrific support with your articles as you have given us. Remember, you are the ones who create the Journal, it is your stories and photos that everyone looks forward to seeing so keep them coming. You can send your articles and

photos to [EMEJournal@forces.gc.ca](mailto:EMEJournal@forces.gc.ca). If you have any questions about the Journal or other Branch matters, contact us at [Branch@forces.gc.ca](mailto:Branch@forces.gc.ca).

Happy reading.

R.V. Ratensperger

EME Branch Adjutant

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# EME JOURNAL

The Magazine of the Electrical and Mechanical Engineering Branch

**Branch Formation:** 15 May 1944  
**Branch Motto:** Arte et Marte  
**Branch Patron Saint:** Saint Jean de Brébeuf  
**Branch Colonel Commandant:** Colonel (Retired) J.G.G. Nappert  
**Branch Advisor:** Colonel J.C.M. Giguère  
**Branch Chief Warrant Officer:** Chief Warrant Officer A.C. Dalcourt

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# THE EME BRANCH ADVISOR'S MESSAGE

By: Col J.C.M. Giguère, EME Branch Advisor



**F**or 60 years our Branch has dedicated itself with pride to serving our Country, the Army, the Air Force, and the Navy. The 60<sup>th</sup> Anniversary brought with it a new Colonel Commandant and a new Branch CWO, who I hope all of you will have a chance to meet over the next few years. I was extremely pleased with the show of esprit de corps within the Branch as we celebrated, and are still celebrating, our 60<sup>th</sup> Anniversary across the country and on deployed missions. It has been a great year for our Branch, with EME making its mark in

support of the following operations: Op ATHENA, Op PALLADIUM, Op HALO, and Op DANACA. This year has also been a good year for promotions, as shown in the table below:

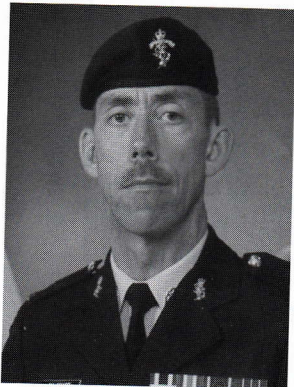
With 60 years behind us, it is time to look ahead at the many ongoing initiatives and ask ourselves the question "So What?" The Branch is about to enter a phase of considerable change due to corporate initiatives such as Military Occupational Structure Analysis, Redesign, and Tailoring (MOSART), Army Support Restructure (ASR), Whole Fleet Management (WFM), Combat Manoeuvre Training Centre (CMTC), and Air Force Support Study, to mention a few. How will these initiatives affect the Branch as a service provider? What actions do we need to take now so that we are in position to provide these services? This is where, as your Branch Advisor, I need to draw upon your wisdom and experience to ensure that we have not missed any potential roadblocks. The Branch has a pro-active action plan called the EME Campaign Plan which will allow us to monitor/react to the above initiatives and others affecting our Branch in a timely manner. Leaders within the Branch will be able to contribute via an EME Campaign Forum.

(Continued on page 12)

Rank	411	421	434	441
MWO to CWO	2	2	3	2
WO to MWO	18	3	3	3
SGT to WO	31	7	6	3
MCPL to SGT	35	8	8	8
CPL to MCPL	66	14	9	9

## THE BRANCH CWO ADDRESS

By: CWO A.C. Dalcourt, EME Branch CWO, DLEPS, Ottawa



**R**eaching your full potential. As an individual, this is a goal that you should strive for if you wish to do well in any endeavour. The same can be said for units of all sizes within the CF. There are many ways to work at improving your potential in order to attain your maximum score on your annual PER. First and foremost, you must ensure that you take all courses seriously and attain the best possible results on each one of them. How you perform on these courses, especially career courses, will have a direct impact on how you

will be assessed by career merit boards for the duration of your career. You should also seek ways to improve or upgrade your education by completing non-career courses, including second language training, trade related upgrade courses, and secondary and post secondary courses. Granted, due to today's operational tempo and personnel shortages at all units, opportunities to upgrade your education are often far and few in between. A keen soldier will always find a way to get the desired training; hopefully with the support of the unit.

Although the onus is on each individual to perform well when the time comes, success of individuals is often the result of the support they receive from the people who surround them. We all have a role to play as superiors and peers to help our

subordinates and fellow soldiers prepare for courses and to support them during these courses. We have been very successful as a Branch at training our soldiers in the past and we continue to be successful today. Whether we want to believe it or not, we are very well trained as individuals and as a Branch. The proof is in the successes that we have attained in support of front line and rear area units deployed on operations all over the world. The proof is also in the successes that individual Branch members have attained when competing against soldiers of other Branches/Corps on career courses such as the Primary Leadership Qualification (PLQ), Intermediate Leadership Qualification (ILQ), and the Army Technical Warrant Officer (ATWO) courses. The ATWO course is a demanding ten months of studies at the Defence Academy in Kingston. Candidates include Infantry, Armoured, Field Artillery, Engineers, Signals and EME Corps/Branch Warrant Officers. Warrant Officer, now Master Warrant Officer Bob McLeod, graduated from the first course on 6 July 2004 as top candidate. An FCS Tech, he is now employed as the ETQMS at the Kingston Area Support Unit.

Remember, the extra effort that you put forth while on all courses will ensure that you will attain the best possible results, and hopefully your full potential as well. You too could become a top student on an ATWO course or an EME Branch CWO.

Arte et Marte.



## BORDEN BICYCLE RELAY

By: Lt Van Mourik and Sgt Lahey, 3 ASG Maint Coy, Gagetown

This is a special year for the EME Branch, as it is the 60<sup>th</sup> Anniversary. To commemorate this milestone in history, personnel from 3 ASG Maint Coy, CFB Gagetown completed a bicycle relay to CFB Borden, home of CFSEME and Home Station of the EME Branch. Travelling the back roads the relay would take seven days to complete.



The team consisted of Lt Van Mourik, Sgt Sutton, Sgt Lahey, Sgt Branch, MCpl Whelan, Cpl O'Reilly, Pte Sheppard, Cpl Shabatura, Pte Kazmierczak, Pte Clancy and Pte Gillis, who would bicycle 1500 km to CFB Borden. The team's goal was to raise money for the Oromocto Food Bank and the Oromocto SPCA and to get to Borden on time.

The cycle team left on 7 May during the Gagetown EME Day celebrations. The day was cold and extremely windy. The first day consisted of travelling Highways 103 and 105 to Grandfalls, a distance of approximately 231 km. We stopped for lunch in Woodstock where we had a BBQ to fuel up the furnace and then off again. The 40-80 km head winds and the few rain showers made for a challenging first day. The team then carried on to Rivière-du-Loup, 199 km down the road. Again, we



struggled through the harsh head winds and frigid temperatures. Day three, we were off to Quebec City. The winds again were harsh but the temperature was warmer as we travelled along the scenic St. Lawrence Seaway. Day four, we were off to Montréal 261 km away. The winds slowed down slightly but the showers now turned to rain. We used the extensive brick path system to navigate our way through Montréal. Day five saw us travel to the birthplace of the RCME School and home of the RCME Gates and the McNaughton Entrance at CFB Kingston. The weather had now turned for the better, the sun was out and the thermometer was heading up, all the way to 30°C. Day six saw us setting off for Peterborough, 202 km northwest of Kingston. We still had Mother Nature on our side, the winds had died down, the sun was out and the temperature was again about 30°C. We stopped in Campbellford at Lt Van Mourik's cousin's residence for a BBQ and a short rest. The second last day was a short trip, travelling only a 190 km to Borden. This turned out to be the nicest day for weather; the sun was hot at 33°C and the wind gentle. The last day, the EME Branch Birthday, was one full of pride and accomplishment for all of us on the team. We were met by the A/OC and CSM of Gagetown Maint Coy at the Borden Car Club parking lot. Then, with a Military Police escort, we completed our long journey to the 60<sup>th</sup> EME Day Celebrations and the EME 50th Anniversary Monument in Borden. The streets of CFB Borden were lined with fellow EME comrades and well wishers from all across the country, cheering and applauding us as we made our way to the completion of our goal bicycling from Gagetown to the EME Monument in Borden.



Reflecting back on the trip, I can say it was a hard and difficult trip that was filled with beautiful scenery and harsh weather, but through it all, the team's morale never faltered. We also collected a total of \$1313 to donate to the Oromocto Food Bank and the Oromocto SPCA. The determination the team showed to complete its goal is symbolic of the Branch "We finish what we start"

Arte et Marte!



By: Sgt B.D. Stratton, CFSEME, Borden

If you've been to Borden in the last little while, you may have noticed a very large object covered in a tarp lurking in the back compound at Vehicle Company. This object is in fact an M74 Armoured Recovery Vehicle (ARV), built in 1954 and based on the old Sherman tank used by the Canadians in the Second World War and Korea. This particular ARV has a unique history that could only have occurred with involvement from the EME Branch. Many stories were bandied about on how the ARV came to exist as a running vehicle; the only common thread was some crusty old Sgt by the name of Bill Mulholland. During the EME 60<sup>th</sup> Birthday we finally got the story straight from the horse's mouth, so to speak. The crusty old Sgt is now an even crustier old MWO, about to retire from the CF after more than 40 years service. Up from Gagetown for the Bluebell Conference, MWO Mulholland noticed the ARV being prepared for the parade, and took the opportunity to "fill us young fella's in " on the history of this particular vehicle.



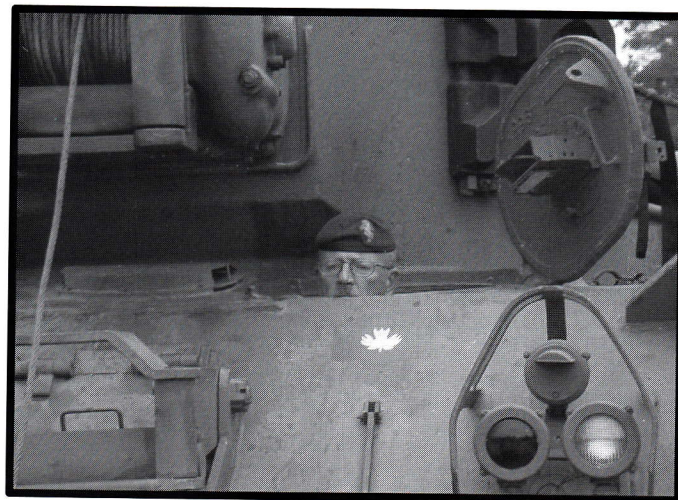
It seems that in the early 80s, the RCDs out of Lahr, West Germany were at a gun camp in a German training area at Bergen-Hoehne. One of Sgt Mulholland's tasks was to move some hard targets (old tanks) around on the range. Because of their size, shape and armour plating, old tanks make marvellous targets for new tanks to engage, and this is quite often how they end their period of service. The size and weight of these targets dictates they be moved by a very large and powerful piece of equipment, in this case a Leopard ARV. Driving down the side of range 5A on the way to drag his targets around, Sgt Mulholland spied a unique silhouette among the trees and had his driver, Cpl Bill Flight, stop on the return journey to check things out. Upon closer examination, it was determined that the hulk was in fact an M74. It looked to be in quite good condition, given the setting, the exterior stowage bins were peppered with holes from small arms fire, but the hull itself was unmarked by any hits from a tank's main gun. The engine doors were pried open and it was determined that the Ford GAA V8 engine was in pretty good shape, everything required to make it run was in place. The decision was then made; the M74 could be, no, would be taken back to Lahr by hook or by crook and turned into an operational monument, Cpl Flight used the blade on the Leopard ARV to clear a path in to the old ARV, and an A-frame was hooked up. The M74 embarked on a journey that would end up in Borden, Ontario.

The first stage was to the RCD lines in the camp. Once there, Sgt Mulholland went to the CO to get permission to perform the task he had just carried out, and to proceed with the next step. The CO thought that this was a worthwhile effort, and if the Germans would OK the removal of the old target, everything else was a go. With that tentative approval, Sgt Mulholland tracked

down the member of the Bundeswehr who was responsible for targets on the range. The German was somewhat receptive to the idea, but it looked as if a little more persuasion would be required to get a solid go ahead for the project. A 40 oz bottle of rye whiskey appeared, and the deal was sealed. Sgt Mulholland of the RCDs was now the owner of a non-running M74 ARV. The vehicle however, had to be removed from the German camp as soon as possible. Plans were put in place to have it moved to Lahr on the tank train that was taking the Regiment's equipment back home. It was then determined that there was not enough rail cars to take the Sherman ARV and all the operational tanks, so the ARV had to stay behind and be picked up at a later date. Things weren't looking good, all the hard work had been done, and now this M74 had to be left sitting in a parking lot until someone from the RCDs could get back to pick it up, before some other unit decided to take it home.

Upon return to Lahr, without his newly acquired ARV, Sgt Mulholland approached the man in charge of the Tank Transporter Fleet, (some very large tractor-trailers used to move Leopards by road) and together they decided that this would be a perfect training mission for the young drivers. Because of their size, permission had to be granted by the German Polezei before the Tank Transporters could take to the road. This permission was obtained and the enterprise was under way once more. Sgt Mulholland and his entourage made their way up to Bergen-Hoehne and into the area that the RCDs had used as a bivouac, when disaster struck again. The Sherman was gone, disappeared. The Tank Transporter shut down, and Sgt Mulholland went in search of his ARV. In consultation with the people in charge of the camp, it was determined that a unit from the Belgian Army had spied the M74 sitting abandoned in the parking lot. That particular ARV had been used by the Belgian Army for years, then declared surplus to requirements and given to the Germans as a target. The Belgiques figured that as it used to belong to them at one point, they had a legitimate claim to the tank, so they took it home with them, to Belgium. Upon hearing this news, Sgt Mulholland returned to the Tank Transporter and said to the Sgt in charge "I hope you have plenty of those NATO fuel coupons, because we're going to Belgium".

He went to the Belgian base where his ARV had ended up. NATO allies were welcome at each other's facilities, so entry was gained and the M74 tracked down again. Instructions were given to the driver to drop the trailer and start loading the tank up. Sgt Mulholland and the Transporter Sgt, who spoke French, went off to tell the Belgian Army what was going to happen to the ARV they thought they owned. As discussions went on, the ARV was being loaded onto the Canadian trailer, then the truck was hooked up and they were ready to roll.





The two Sgts came back, and instructed the driver to carry on out through the gate, any onlookers would move once the truck started moving. They did, and the M74 carried on towards Lahr, and a new home with the Canadians. Once there, time was spent getting it in presentable condition; tracking down parts for a 30 year old tank wasn't an easy chore. All the small arms damage to the storage bins was repaired and the gas guzzling 18 litre Ford V8 was up and running. EME technicians had turned a shot up hard target into a running monument, a memorial to those who preceded them.

Fast-forward now 20 years, to CFSEME in Borden where the M74 ended up, a running monument used in parades throughout the area. Bill Mulholland is now an MWO, and ready to retire this coming year. This would be his last EME birthday in uniform, so he asked if he could drive the Sherman ARV on the parade. Given the fact that the ARV would not have been on any parades without MWO Mulholland's tenacity in tracking it down, his wish was immediately granted. The story however doesn't quite stop here. MWO Mulholland, aided by another MWO from Gagetown, Mike Ewert, picked up the ARV the morning of the parade and positioned it to be ready for the Roll Past. Noticing that the transmission was a little hard to shift, MWO Mulholland took a closer look at things. The tank was now 50 years old, and keeping in mind as mechanical components age and are used, they tend to wear out or shake loose, he examined the transmission and noticed some loose and missing bolts in the back of the transmission. MWO Mulholland stuck his head out of

the driver's hatch and called me over to have a quick look at the situation and ask for a handful of wrenches to fix the problem. A 3/4 drive socket set and a handful of big wrenches were soon obtained and handed over to the two MWOs who hurriedly went to work. BGen Holt and Col (Ret'd) Johnston were inspecting the young EME soldiers on the parade, and the two old soldiers, EME technicians to the very core, were elbow deep in grease and old transmission fluid as they readied the ARV for the Roll Past. Offers were made to assist, all were turned down with the comment "I brought this baby back to life once, I'm not ready to quit yet, young fella." After twenty years, MWO Mulholland was reunited with his ARV, and the EME technician in him led him to perform the ultimate "repair it in situ". Repairs were completed in time and the ARV with its MWO crew performed flawlessly on the Roll Past. Nobody even had a clue that the driver and co-driver had just spent 45 minutes ensuring the transmission didn't explode in the middle of the parade square.

Now you know the true story behind the M74 ARV at CFSEME, and have got a glimpse into the character of the man who was instrumental in its re-birth. The tenacity with which Bill Mulholland chased down the ARV and his professionalism in repairing it prior to going on parade are things that cannot be taught to our young soldiers. We can only hope that they pick up these habits and carry them on. An ARV and a work ethic, a fantastic legacy from a truly remarkable man.

Arte et Marte.

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## **REFURBISHED CAN-AM FOR THE CANADIAN WAR MUSEUM**

By: Col (Ret'd) J.G.G. Nappert, Col Cmdt

**T**hanks to a team of retired EME folks, the Canadian War Museum (CWM) has a refurbished Canadian-built CAN-AM 250 motorcycle ready for display in its new museum.

In the early 1970s, Bombardier started manufacturing motorcycles as a summer product to complement the seasonal snowmobile line in order to use spare capacity at its main factory in Valcourt, Québec. Production of the first off-road motorcycles began at Valcourt in 1973 under the brand name "CAN-AM". The two-stroke engine used a novel rotary intake valve that developed excellent power to weight ratio which in turn translated into early successes on moto-cross races. Efforts were then made to re-design the trail bikes to military motorcycle specifications. This resulted in some NATO sales including to Canada. By 1975, Bombardier had produced as many as 14,000 CAN-AM. The production of motorcycles continued until 1987.

In 1978, the CWM acquired two CAN-AM 250 motorcycles from Crown Asset Disposal Corporation. These had been declared surplus by CFB Calgary. The motorcycles were not serviceable and showed a lot of wear and tear. One motorcycle showed signs of attempts at swimming!

A team of EME folks from Ottawa undertook to make one serviceable motorcycle using components from the two motorcycles. The team was led by LCol (Ret'd) Ed Galea and included Maj (Ret'd) Frank Lucano, CWO (Ret'd) Mike Roome and the author.

Dismantling work started in October 2001 and the project was completed in June 2004. At a pace of half a work day per week, members of the team logged a total of 565 work hours over



the period. The accompanying photo demonstrates the major steps of this undertaking. Of note is the fact that Mike Roome was instrumental in redoing the wiring harness, a task that was much more complex than originally envisaged.

Along the way there were many obstacles such as missing tools, stubborn nuts and fasteners and sourcing missing parts. However, EME ingenuity, perseverance, and trial and error overcame them all. The "problem fixer" attitude of members of the Branch is something that remains in our blood even after retirement.



# EME CAMPAIGN PLAN TO MANAGE TRANSFORMATION

By: LCol J.W.J.R. Côté, EME Branch COS (DLEPS 4), Ottawa

The membership of the EME Branch Secretariat (Secretariat) has changed somewhat with the recent posting season, as myself and Maj Dave Beyea have joined DGLEPM. The role of the Secretariat is to assist the Branch Advisor and provide a focal point for the coordination of Branch related activities. The Secretariat consists of myself and two staff officers, DLEPS 4-5, Maj D.D.G. Beyea, and DLEPS 4-5-3, Capt M.A. Jennings.

One of the key jobs of the Secretariat is to maintain the EME Branch Campaign Plan in accordance with the direction of the Branch staff and the Branch Senate. Beyond its role as the strategic guidance for the EME Branch, at a more grass-roots level, the campaign plan is the Branch's To Do List with envisioned due dates. If we had a big enough refrigerator in DGLEPM, you could envision the documents of the campaign plan being stuck on there with fridge magnets (next to the paintings and drawings the kids bring home from school for you). The Campaign Plan and Task List are visible to all and can be accessed via the Secretariat website:

[http://dglepm.ottawa-hull.mil.ca/dlterm/dlterm/4/plans\\_branch/EME\\_Branch\\_Sec/index\\_e.htm](http://dglepm.ottawa-hull.mil.ca/dlterm/dlterm/4/plans_branch/EME_Branch_Sec/index_e.htm)

Let me now update you on some key Army and CF initiatives that will affect our Branch over the next few years.

**Managed Readiness.** With the introduction of Managed Readiness, the Army is making radical changes in how it force generates Combat Service Support, how it allocates equipment, and how it manages garrison support. Two major initiatives, the Army Support Restructure (ASR) and the introduction of Whole Fleet Management (WFM), are being synchronized to implement change over the period 2004-2007.

We are moving away from a traditional construct in which units and formations have complete suites of equipment and resources. Under managed readiness, units will not require complete sets of equipment all the time. During some portions of Army Training and Operations Framework (ATOF), equipment and support requirements are reduced, as training is focused on smaller groups. As training progresses, equipment and support allocations will increase and by the end of the training phase of ATOF, all of the requisite equipment and resources will be available for operations.

These initiatives will strike a fundamental change from structuring and equipping for force employment to structuring and equipping for force generation and will be culturally challenging for the Army. The benefits of managed readiness are seen as: production of better and more consistently trained Battle Groups; reduction of the time needed to prepare equipment for new operations by establishing mission-ready operational equipment fleets and the ability to invest in capability priorities such as CMTC.

**ASR.** The estimate to support ASR has been completed and several courses of actions and models were briefed to the CLS. LGen Hillier chose two Courses of Action (COAs) to be further defined and wargamed. (COA 1 Force Generation centre of mass in the CMBGs, and COA 2 Force Generation centre of mass in the ASGs). The two ASR models based on these COAs were wargamed and a recommendation was briefed by Director Land Service Support (DLSS) to MGen Caron in July 2004. The CLS's decision is pending but could be made before Army Council in September 2004, with the Master Implementation Plan scheduled for June 2005.

**WFM.** WFM is already being implemented in a limited fashion, with vehicles being moved from brigades to Wainwright in support of the ongoing development of the Canadian Manoeuvre Training Centre (CMTC). WFM implementation will

follow five main thrusts: Fleets, Governance, Enablers, Handover, and Management Information Systems (MIS). Some of these are further explained below.

The Fleets are divided into: Operations, Logistical, Administrative, and Training. The Operations Fleet will make up two Tactically Self-Sufficient Units (TSSUs) with Forward Support Groups (FSGs). This fleet will be used to meet Army deployed forces obligations, will be centrally managed and controlled, and once deployed will not be regenerated as a reserve waiting in Canada. The Logistical Fleet will make up 10% (up to sub-unit level) of the total fleet. It will be centrally managed and controlled, and will have technicians inserted to deal with the VOR pool. The Administrative Fleet will relieve strain on the Standard Military Pattern (SMP) fleet for base-like functions. The Training Fleet will be for unit and brigade Level 1-4 training (Unit-centric, Area-managed, Army-controlled) and Army collective training stocks ATOF focused, Army-controlled, Operational Level managed.

Governance will establish a WFM section that will coordinate all WFM functions. These functions will be assigned up and down the chain of command, and a MIS system will provide real-time or near real-time situational awareness.

The Enablers and Handover will define and articulate the standardized processes established for Reception, Staging and Onward Movement (RSOM), Handovers, and Bed-down (resource requirements based on Operational Readiness criteria) functions, with a focus on the operational readiness of fleets.

Some of the impacts of WFM on the Branch will include: simpler vehicle sourcing for deployments; programmed, planned and resourced training; a focus in the field force on smaller fleets of vehicles; a greater synchronization of maintenance, operations and training plans and fewer disruptions with managed expectations from senior leadership.

WFM timelines are as follows:

- Define Operational Fleet and Level 1-4 Training Stocks (Summer and Fall 04), then execute in FY 05/06
- Implement Land Staff internal governance (APS 05)
- Handover and RSOM process in place (Spring 05)
- MIS (long term development)
- Master Implementation Plan (Jun 05)

**Army Regeneration Plan.** Both WFM and ASR will form a part of the CLS's intent to regenerate the Army's capability and readiness through an aggressive Regeneration Plan. The Regeneration Plan will set the conditions for the generation and sustainment of knowledge-based and command-centric task forces capable of continuous adaptation and task-tailoring across the spectrum of conflict by January 2006, in order to meet its high-readiness tasks, combat readiness level and institutional structure. For example, the Army is giving up certain capabilities, such as the Javelin Air Defense missile, the Twin 35 mm guns (Skyking and Skyguard) and Leopard, and redistributing the personnel assigned to these capabilities to other areas where they are needed. Although the Army is losing some capabilities, it is reinvesting in its real priorities, such as CMTC (Weapons Effect Simulation (WES)), LAV TOW Under Armour/Pioneers/Observation Post Vehicles, Light Utility Vehicle Wheeled (Command and Recce variant), Tactical Unmanned Aerial Vehicles, Command Support capabilities, and Reserve Forces-unique capabilities and organizations such as Civil-Military Cooperation (CIMIC), Psychological Operations (PsyOps), Management of Social Transformations (MOST), and Chemical, Biological Radiological or Nuclear (CBRN).



Air Force Support Capability. The recognition and respect awarded to the Branch extends equally to our technicians and officers posted to Air Force units and formations. Deploying at an equally high pace, albeit in smaller groupings, EME technicians play a vital role in the Air Force Support Capability. Providing operational support to flight lines at home and abroad requires unique Occupational Specification Qualifications (OSQs) for our technicians, as well as experience and training within the Air Operational context for our Sr NCOs and Officers. The progress being made in transforming CSS in the Air Force is seeing the formation of Equipment Management Squadrons commanded by a Major with either an EME or Logistics (Transportation) background. The Air Force is also restructuring support by concentrating its deployable CSS into four Mobile Support Units (MSU) at the major Wing locations. Experience and training in this domain is essential to provide land equipment management leadership and expertise at the Strategic, Operational and Tactical levels, in support of all environmental commands and operational contexts.

MOSART. A National Level key initiative that will affect the Branch is the Military Occupational Structure Analysis, Redesign, and Tailoring (MOSART) project. Over the next several years, the MOSART project faces a formidable challenge. It is reviewing the entire Military Occupational Structure (MOS), something that has not been done in over 40 years. This monumental effort requires that job analyses be conducted on every one of the officer and NCM occupations (MOCs), followed by further functional analysis of capability-based groupings in

order to develop appropriate Career Fields. Career Fields will be built using an optimum combination of jobs, occupations and sub-occupations based on the principles of MOS design. Career Fields will make the military work force more flexible and agile. Career Fields will also provide members with clearer choices when it comes to managing their careers. The EME occupations are scheduled to be reviewed as part of the analysis of the Land Ops Tech Support group of occupations in the first half of the fiscal year 2005, sometime between April and September. The Secretariat is presently identifying the Branch position on MOSART and determining how best to influence the process in order to ensure the Branch remains relevant to deployed operations and is able to sustain the Army of Tomorrow.

Although I have listed just a few of the initiatives happening over the next few years, they will all have a significant impact on our Branch. It is the Branch Advisor's intent to remain proactive regarding such initiatives via the EME Campaign Plan Forum, which members will soon be able to access via the Secretariat website (link listed previously).

I challenge each of you to submit your ideas and to seek out your leadership to discuss issues of concern. As the Army and the rest of the CF go through the regeneration and capability transformation in order to meet its high readiness tasks, so must we in order that we protect our Branch's centre of gravity: "To stay relevant to deployed operations".

Arte et Marte.

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## **CFSEME HOSTS 41<sup>ST</sup> ANNUAL EME GOLF TOURNAMENT**

By: Mrs H. Rowen, CFSEME

**T**he 41st Annual EME Golf Tournament was held at Circled Pine Golf Club, Canadian Forces Base Borden 12 - 13 August 2004. The Tournament consisted of a Meet and Greet held at Circled Pine Golf Club on 11 August 2004, a Banquet on 12 August 2004 and two days of golfing 12 and 13 August 2004. Approximately 136 golfers (EME personnel, retired EME members and corporate sponsors) were in attendance.

The weather cooperated during the day and all golfers enjoyed two beautiful days of sunshine. This year there was no black out, however, the new Club House was not yet completed and all activities took place underneath a huge marquis tent. This did not stop anyone from enjoying the event. With the EME savoir faire, setting up tents and kitchen trailers are done in a short amount of time. The Casino Night went very well, with Corporal Jason Moore acting as auctioneer, performing a professional and entertaining job. An additional attraction was the shot gun start for both days, this was done with a Howitzer.

The following prizes were awarded during the tournament. Low Gross Male - Chris Parris, Low Gross Female - Allison Carnegie (GDLS); Closest to the Pin: Pin #3 (all female

golfers received a sleeve of golf balls), Pin #7 - Mike Bidal, Pin #17 - Mr. Gary Thompson, Closest to the Centre Line (Male - Marcel Germain, Female - Noreen Thorne), Most Honest (Male - Private Wolfrom, Female - Theresa Watson). In order to protect the innocent, we will not publicize Most Honest Scores. David Geary was this year's winner of the WWII Vets Seniors Trophy. On the last day of the tournament, all golfers received prizes for participating.

Other prize winners included Justin Power and Bob Hargrave - Putting Contest Winners, Dave Perrin - Chipping Contest, Dave Keefe - winner of the Michelin Tire Ticket Draw, he received four tires for a maximum value of \$1,000, Jim Powell was the winner of the Simgraph Digital Camera package and Trent Williams was the winner of the door prize.

The Committee would also like to thank Mr. Gary Corriveau and Mr. Barry Morgan and all the staff of Circled Pine Golf Club for their support of this event. As in previous years, this EME Golf Tournament was a success. Dates for next years tournament are 11 - 12 August 2005.



# 1 R22R BG MAINTENANCE PLATOON CELEBRATES THE 60<sup>th</sup> ANNIVERSARY IN THE FIELD!

By: MWO Rick Lacerte, QMS, 1 R22R, Valcartier

While most of the EME Branch took part in 60<sup>th</sup> Anniversary festivities, more than 80 soldiers from 1 R22R BG Maint PI were participating in EX CASTOR ARDENT. This major exercise took place at CFB Gagetown training areas from 13 April to 21 May inclusively. More than 260 vehicles of all types were deployed to enable the BG to attain NMC 6 and then to support the Transition Command and Staff Course (TCSC).



Time for a well-deserved break. The famous cutting of the EME Cake on 15 May, during a celebration including all PI members. We can spot Capt Raymond, Cfn Ménard and Cpl Berthiaume in the background

This type of adventure was not new for our personnel since Maint PI members had supported five major exercises over the past two years. In fact, the exceptional way our technicians performed, was a reflection of their experience, their high degree of professionalism and their work ethic. In all, some 1000 work orders were recorded and completed. Seventy-five percent of them were mechanical in nature and twenty-five percent were specialized. Some 60 recovery orders were carried out by our teams and a dozen of these were transferred to the transport section for recovery.

The platoon was organized with personnel coming from five different units: 1 R22R, 5 RGC, 12 RBC, 5 GS Bn and 5 Cdn Svc Bn. For the first time, LCIS techs from the Command and Tactical Support (CTS) platoon integrated with our organization. During this exercise the platoon used the structure defined in the establishment of the OLEB battalion, except for some call sign substitutions and the addition of an OPCOM element. In brief, this structure was composed of four attached sections: a CP, a support section, an auxiliary section and an MRT section. You will note an interesting point at Figure A. The MRT Sec Comd (Sgt David) commanded the MRT, including armoured and F Ctlmn teams. The concept of forward support was quite successful since only 12 repairs had to be sent to A2 echelon. For his part, Sgt Comeau commanded the auxiliary section, which included various camp support services. Thus, his team was composed of veh techs and specialized trades and had the additional responsibility of training apprentice technicians (16 in all). A maint detachment was

integrated with B Squadron under OPCOM and was commanded by Sgt Grenier at WTP, including an EMRL SR team in support of the tanks. In conclusion, WO Potvin, Control WO and PI 2IC, commanded the support section, which included the SPSS, towing, the tool crib and second echelon MS and OR support.

Veh and AUX MRTs were detached with infantry coys at A1 and with tank troops. All DRR were required to pass through CP 88 via CP 8 as stipulated in IPOU. However, 993 requests had to be sent to the control office for all equipment belonging to or found in the camp. This simple concept enabled a better management of priorities and resources. During intense ex periods, the rate of VOR did not exceed the 8% goal while during less intense periods, VOR reached the impressive 2% rate! Also note the impact of an effective spare parts standard, which minimized waiting times for parts. There were more than 1000 requests for parts orders, among which were some thirty on EMAS.

Finally, an advanced A2 echelon was deployed to support coys during phases of war when the distance between A1 and A2 echelons was excessive. That innovative concept again demonstrated our ability to innovate and adapt to various wartime situations.

In summary, this adventure was a very enriching experience for all personnel and enabled our commanders to prove, once again, the exceptional quality of leadership unique to our Branch. Our tradesmen proved that they were not only excellent technicians but also very good soldiers, especially during DRR in tactical situations.

Of course I would like to take this occasion to stress the extraordinary support provided to us by 3 ASG Maint Coy personnel. Without their help, the success of our mission would have suffered. Thanks to all.

By skill and by fighting.

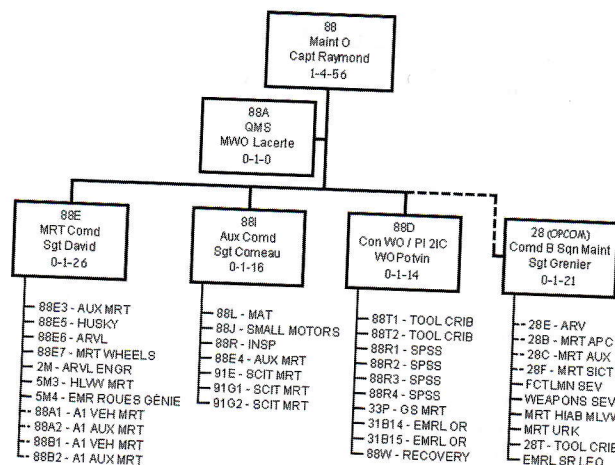


FIGURE A  
1R22R BG Maint PI Structure EX CASTOR ARDENT 04  
NOTE: Dotted lines show detached elements.



## 5 CER ADMIN SQUADRON CONDUCTS ADVENTURE TRAINING

By: Lt D. Holsworth, LO 58<sup>th</sup> Admin Sqn, 5 CER, Valcartier

This year, it was Maj Lapointe's prerogative to have her squadron participate in unconventional training. Usually, a Command and Support organization such as 58<sup>th</sup> Admin Squadron is limited to IBTS and other such routine training, but not this year. This summer, her squadron participated in rappel training; skid jumping from helicopters, obstacle course training as well as adventure training.



Cfn Pampalon (front) and Cfn Dubuc-Lecompte (back) accompanied with fellow squadron members enjoy a nice kayak cruise in the Saguenay fjords.

The week of adventure training was conducted in the beautiful Saguenay region during early June. Although there were a few hiccups to start off the week, for example an HLVW flipping over, the group of 60 managed to leave on time. They arrived at the *Parc Aventures du Cap Jaseux* and jumped straight to training. For three days the tempo did not let up. Squadron members, from cooks to mechanics, paddled, jumped and swung their way through all types of activities ranging from sea kayaking and white water rafting to rappelling and "tree-jumping". The latter consists of a three hour long circuit of cable obstacles and tyrolean descents running approximately 60 ft in the air between trees.

After three days of adventure training by day and IBTS training by night, Maj Lapointe's squad embarked on a new adventure. Everyone was relocated to *le parc des Monts-Valins* where they feasted on a wonderful BBQ. The next day, the group engaged *le pic de la Hutte*, a 12 km ascent up to an altitude of 922 m. At midday, after a good old-fashioned IMP and a group photo, the group backtracked all the way to camp where some enthusiastic souls went for a dip in the 3°C river.

After a hard week and in spite of the voracious mosquitoes, the entire squadron took a break on the last night, lounging around campfires, exchanging war stories and attentively listening to our Padre's flavorful stories. The next day, even though we all bore a few bumps and sores, everyone was extremely satisfied with the week they just had. Although this activity took months to prepare, the hard work had paid off. The end-state of uplifting squadron morale was undoubtedly achieved and everyone returned to work safely, thoroughly refreshed and motivated.



58<sup>th</sup> Admin Squadron, 5 CER on the summit of the *pic de la Hutte* (922m) in *Monts-Valins* Provincial Park.

## CFB PETAWAWA BOYS ON THE RUN!

By: MCpl D. Kerr, CFB Petawawa

Contributing to the Cancer fund by participating in the Annual Relay for Life held here at CFB Petawawa has been full of rewards for our teams. Over the last few years, a bunch of us maintainers have registered a team for 12 hours of running and socializing with the hundreds of other participants in this event. The appreciation that was shown by the crowds and survivors has been truly overwhelming and we all enjoy taking part in this as an EME tradition here at the base. Even though many of us have been posted to other units, we still find each other for this event, and even find new members for the team. The original team was started by MCpl Plsek in 2002 and we have continued it since.

The 2004 team consisted of: Sgt Molloy, Cpl Kavanagh, MCpl Samji, Cpl Callon, Cpl Cavan, MCpl Kerr, Sgt Graveline, Capt Daviau, Cpl Mann, MCpl Lefebvre, MCpl Lively, MCpl Williams.

No pictures of this years team are available as we were too busy having a great time to take them.



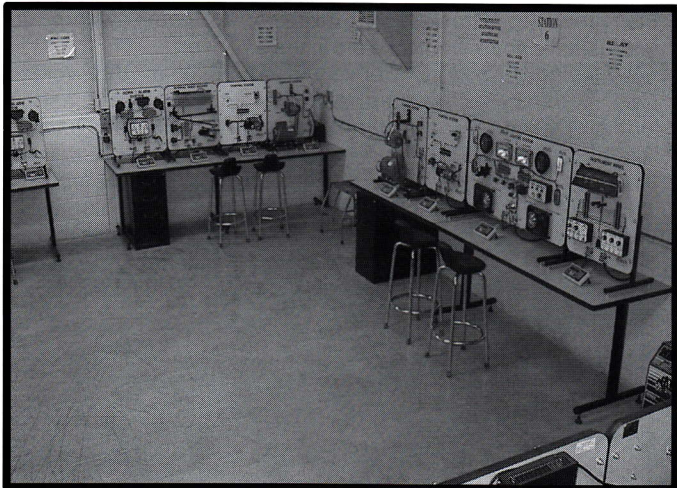
2003 Relay for Life Team:  
(Rear left to right) MWO Vansnick, Cpl Kavanagh, Capt Mason,  
MCpl Lively, Sgt Graveline  
(Front left to right) WO Turcotte, MCpl Samji, Sgt Martin, MCpl Kerr, Sgt Molloy



## 411 VISION UPDATE

By: MWO J.O.J.M. Laramée and Mr R.A. Hipwell, Veh Coy, CFSEME, Borden

**W**hat's going on at CFSEME, Vehicle Company? Rumour has it that many members are constantly working to improve training provided by the school for Vehicle Technicians. Many training initiatives are being implemented and new ideas are constantly being analyzed.



The rapid advancement in automotive technology has forced all of us to become even more of an expert in the field we chose as a career. Can Data, Parameter Identification Displays, Logic Gates and Multiplexing are all too familiar terms to a Vehicle Technician today. With the introduction of new vehicle fleets such as LAVs, Mil COTS, and LUVW, technicians must communicate with on board computers in order to diagnose and troubleshoot these vehicles.

To support our expert tradespersons, CFSEME demonstrates a strengthening desire to modify the way all levels of Vehicle Technicians are trained.

In this article, we will briefly describe some of the projects CFSEME, specifically Vehicle Company, is presently working on to complete. Although a few of these are minor in nature, their importance to the EME Branch will have a great impact for our technicians.

Many members are familiar with the Way Ahead vision. The goals outlined in this presentation are consistently in the minds of those personnel involved with the modifications to the 411 trade.

In December 2003, a new QS was developed for the trade. Since April, the TPWB has been working daily to build a Training Plan for all levels of technicians. The Board consisted of many members from various backgrounds within the trade. Six permanent staff, 2 Reserve SMEs, 23 Vehicle Company SMEs and a Regular Force member from Petawawa have all contributed extensively to the development of the training plan.

So far, 266 hours of technical training have been completed involving 37 Enabling Objectives. Incorporating the Systems Approach to Training (SATT) concept, this training plan will prove to be the most effective CFSEME has designed in recent years.

Worth mentioning in this article is the reference material used to develop the training plan. The number of text references has been greatly reduced. Presently, only three text references are being used to develop the training plan with absolutely no compromise to lesson content. The Automotive Technology 4<sup>th</sup> Edition, Heavy Duty Truck Systems and the Medium/Heavy Duty Truck Engines texts include all training material thus far. Two of these books have only been released since summer 2004. These books are available for review at [www.delmarlearning.com](http://www.delmarlearning.com).

New training aids are beginning to find their way into Vehicle Company. In March 2004, a new electrical and Supplemental Restraint System (SRS) training lab was received. The electrical lab is in full operation and provides a huge opportunity for students to develop excellent electrical and electronic diagnostic skills. The SRS lab provides training for vehicle air bag systems.

The instructor has access to all courseware for this training including task sheets for students and all reference material for each system.

The electrical lab consists of 28 trainers allowing for the same amount of students to train at any given time. The trainers involve charging, starting, lighting, instrument panels, wiper and horn systems. The trainers are fully operable from battery voltage and each system is designed as they are in an actual vehicle.

The trainers from both labs are connected to an instructor's computer and allows for communication between the instructor and student. The Instructor's Management Program (IMP) allows the instructor to organize a class, for example adding a student or transferring a student to another class. The instructor can schedule students or classes and plan with other classes for lab work.

The IMP also gives the instructor the opportunity to insert electrical/electronic faults into the trainer board circuits. These faults are sent to each trainer and students will accept the fault electronically. Each trainer board and student has a keyboard that will allow them to communicate with the instructor electronically. Once the student responds with the correct repair information of their particular fault, the IMP records their answer and provides feedback to the student automatically.

The beginning of an HVAC lab is also underway. The first unit has arrived and a total of six more are planned. These units provide HVAC training on a portable unit. It also operates exactly as in a vehicle including electronic control of air conditioning.

Many other labs are planned including complete operational fuel injection, ignition, ABS/TCS, OBD II diagnostics. All of these labs will ensure training continues with the most advanced systems in our fleet today.

Vehicle Company is continuing to seek better opportunities to improve training. Along with this initiative is the implementation of virtual training software. Presently, we have a 2D package for electrical and electronic systems. This CBT package is designed for Vehicle Technicians at all trade levels. The courseware consists of three stages of training. Beginning at basic electricity and progressing to advanced vehicle computer system electronics, this trainer provides students with an excellent learning environment. The Specialized Electronics Training package allows students to manipulate circuit components on an electronic breadboard. Students must electronically build circuits, test and perform electrical measurements following step by step tasks in the courseware. Designed as a self-paced program, the student will receive training in an instructor led, E- learning computer classroom.

Approximately 60% completed, the board is looking forward to the finished product in the very near future.



## EME TECHNICIANS ASSIST RCEME VETERAN

By: MWO A. Walton, ASU Calgary and Capt A. Noseworthy, CFSEME, Borden

The Calgary Sun reported that on Friday, 27 February 2004 crooks made off with the two-wheeled utility trailer used by Calgary senior Bob Patton for hauling around his golf cart and three-wheeled mobility scooter. Mr. Patton, who served as a mechanic with the Canadian Army in the Royal Canadian Electrical and Mechanical Engineers during the Second World War, required both of these get around. Being on a fixed income, Mr. Patton would not be able to replace the trailer leaving him housebound without his wheels.



EME personnel of ASU Calgary and CFSEME, both noticing the news article, quickly set out to remedy the situation, as is the norm in the Branch "We always look after our own". Work began in isolation, but it soon became apparent that the two units were both working towards the same goal so efforts were

combined. The word went out via the "Tech Net" that a former member of the Branch was in need. Within a short time offers to help poured in, and in true EME fashion the response was the same, "What do you need". It was determined that the best course of action would be to collect funds to replace the stolen trailer. WO Lundell of CFSEME initiated a fund raising campaign in the Borden area and with the assistance of several staff members, collected a total of \$906.40. Base Maintenance staff also got involved and contributed another \$41.45 bringing the grand total for CFSTG Borden to \$947.85. Through the generous donations from the EME personnel from ASU Calgary, CFSTG Borden, and Garrison Edmonton, a total of \$1900 was raised. A trailer was purchased and ASU Calgary Maintenance personnel performed some modifications to assist in the loading of Mr. Patton's golf cart and mobility scooter.

On 12 March 2004, personnel from ASU Calgary Maintenance section, on behalf all members of the EME Branch, presented the trailer and a cheque to an emotional and very appreciative Mr. Patton.

Mr. Patton originally joined the Canadian Army in 1941 with the 14th Canadian Armoured Tanks. He then transferred to the Ordinance Corps and then to RCEME as a Vehicle Technician. Mr. Patton served in Canada, England and Holland during the liberation of Europe. He was finally repatriated in May 1946 at which time he was released and took up residence in Calgary where he plied his trade until he retired. Mr. Patton had many interesting stories and funny anecdotes from his time in the service, which he gladly shared. Once again, the bond between the past and present was reinforced proving that you may retire but you never ever leave the Branch.

To WO Wally Lundell and CWO Garry Kerr and all who assisted, a very heartfelt thank you.

As always, Arte et Marte.

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## CFSEME INPUT TO THE FCS GET WELL PROGRAM

By: MCpl J. Leger and MCpl D. McGill, CFSEME, Borden

Over the past several years, Fire Control Systems (FCS) trade manning levels have been steadily declining. By early 2003/2004, the deficit had grown to a shortfall of 115 techs below preferred manning level (PML), almost 33% of the trade.

The first step in overcoming the shortfall was a strong recruiting drive. Several FCS tradesmen throughout the country began 'unofficial' recruiting drives in order to convince people to enroll and to consider FCS as a military career. WO (Ret'd) Paul Payne and WO Pierre Bourgoin, while employed at Regimental Company, were able to convince many new young tradesmen to request reassignment to FCS from other trades.

As the recruiting process brought more candidates into the service, CFSEME needed to prepare for the influx of students into the FCS Training Platoon. Two primary plans were developed and presented for consideration. The solution that was ultimately chosen was implemented due to the ability to use the existing facilities with a few changes and the purchase of additional test equipment and training aids. This plan called for increasing the normal maximum course load for QL3 courses from 10 to 16 students and scheduling five serials per year instead of the normal

three. With the program set to start in FY 04/05, most of 2003 was spent preparing for the increased course loads.

Laboratories and classrooms were rearranged and relocated in order to provide the additional space required to support an increased course size. Normal training loads continued during this time and thankfully, FCS Training Platoon received assistance from Sgt (Ret'd) Raymond Pichette, Sgt John Steele (3 ASG Tech Svcs), Sgt Roger Heroux (2 RCHA) and Sgt Mark Jackson (LdSH(RC)), all who answered the call for augmentees.

CFSEME will be capable of running five QL3 serials of 16 students per year, graduating up to 80 students in each of FYs 04/05 and 05/06. Beginning in FY 06/07, the focus of training will begin to shift as the number of QL3 serials is reduced to permit additional capacity at the QL5 level. In each of FYs 07/08 and 08/09, a total five serials of QL5 will be conducted at the end of which time the trade is expected to have returned to a healthy state.

Arte et Marte.



(Continued from page 2)

Members of the Branch Secretariat also sit on many Working Groups to influence the transformation, the table below lists some of the main ones.

Although the CF, Army, Air Force, and Navy are going through some significant transitions, we as a Branch have gone through these periods in the past and have not only survived but like a sword heated in a forge, we have come out stronger and

ready to serve. So my main appeal to you is for you to continue doing your work in the same professional way as you have always done. This will ensure that we always remain relevant to CF operations.

As a final note, I wish everyone a great year, and hope that you continue to make us and the people we support proud through your professionalism and dedication.

Arte et Marte.

Working Group	Chair
Army Council – CF / Army Strategic level discussions and Army Succession Planning.	Chief of the Land Staff (CLS)
Annual Military Occupational Review (AMOR) – management of HR issues within EME Trades.	Director Land Personnel Management (DLPM)
Training Steering Committee – training issues with MA and CFSEME.	Canadian Forces Support Training Group (CFSTG)
Land Force Development WG (LFDWG) – Interim Model Development.	Director Land Strategic Planning (DLSP)
Army Support Restructure WG – CSS Support to Army Transformation.	Director Land Service Support (DLSS)
Army Research WG (ARWG).	Director Land Requirements (DLR) / Director Land Strategic Concepts (DLSC)
Army Operations Planning Group (AOPG) – deployed operations support.	Director Land Force Readiness (DLFR)
Future Support Concept WG – sustainment issues.	J4 LOG Doctrine



EME Branch Fund Bursary/Scholarship Program:  
CWO Richard, Caroline Richard, and LCol Marc St-Pierre, CO 5 GS Bn



EME Branch Fund Bursary/Scholarship Program:  
Col Wingert and Cpl Gauthier (for Suzie Boisvert)



EME Branch Fund Bursary/Scholarship Program: CWO Gary Kerr, RSM 1 GS Bn, Cpl Rob Barton, CWO Paddy Earles, ETSM 1 GS Bn, Zachary Barton, Maj Dave Ross, OC Fd Wksp, MWO Craig Ball, CSM Fd Wksp

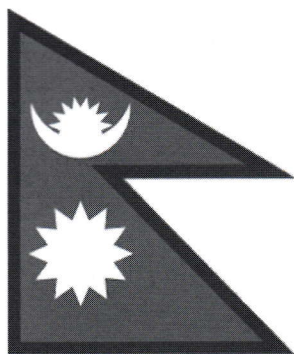


EME Branch Fund Bursary/Scholarship Program:  
Sgt Paul Sutton, Ron Sutton and Capt Mike Jeffrey (LFAA EME BOD Rep)



## EME IN NEPAL

By: Maj N.P. Rabadi, CFJSG HQ, Kingston



The Lonely Planet describes the Kingdom of Nepal as "not on the way to anywhere". Being sandwiched between India and China, it is a remote country set among the Himalayan mountain range. Recently, a couple of EME folks from the Canadian Forces Joint Support Group HQ (CFJSG HQ) had the chance to discover this first hand.

The CFJSG HQ has taken the lead in providing Pre-Deployment Training for civilian employees of the company SNC Lavalin/PAE who is providing camp services in theatre for OP ATHENA. The highlight of this is the chance for MWO Steve Gallant (Wpns Tech) and Maj Neville Rabadi to travel to Kathmandu, the capital of Nepal to train those employees hired there.

This last trip during the month of February was the fourth in a series to allow the contractor to staff all the positions in Kabul, Afghanistan. Just like deploying military personnel to a theatre, the civilians needed to be aware of the dangers and to be prepared to act in case of emergency. The focus of training was safety. All the trainees learned about Force Protection, Mine and Explosive Threats, Nuclear Biological and Chemical Defence, First Aid, Code of Service Discipline, Fire Safety and more.

Although having civilian contractors in a theatre of operation is not new for the Canadian Forces, there are still new lessons being learned. The threat in Afghanistan highlighted the need for Pre-Deployment Training for civilians which to date had not been formalized. Building the training package became the task of the Support Training Branch of the CFJSG HQ. As the training was delivered over several months in Kingston and in Kathmandu, the contents were rationalized and refined. The challenges of launching this training on short notice to meet staffing needs, developing a training package tailored to civilians

and breaching the Nepali language barrier were taken in stride by the training teams. These training teams were also formed in partnership with the contractor's instructors and the Kingston branch of St. John's Ambulance.

The challenges of going to Nepal were not easily overcome. The country is gripped in a Maoist uprising, which provided some security threats for the training team. On one occasion, we heard the sounds of blasts as a couple of bombs exploded within the city. Armed security forces patrolling the city became a normal sight. We also suffered logistic problems when the capital city of Kathmandu was shut down under a general strike.

Flights in and out of the country are "iffy" due to the remote location. Royal Nepalese Airline Pilots are quoted as saying "we don't like flying in our clouds since they tend to have rocks in them." Yes, Nepal has several of the tallest mountains in the world with eight peaks exceeding 8,000 metres (including Mount Everest).

Nepal is not a rich country either. The poverty was initially a shock as beggar children tugged at us for money. Signs of disease, poverty and drugs were obvious as we walked through the city. Most of the country, including much of the city of Kathmandu, does not have the infrastructure for clean water and sewage. The banks of the rivers were littered with garbage and waste. Air pollution from the dense population and traffic in the Kathmandu Valley had all the team members coughing and congested. Among this, however, we found a proud, gentle and wonderful people to interact with. Our Nepali students were extremely respectful, disciplined and attentive. We found many examples of the strength of the human spirit and many reminders to be thankful to be Canadians.

This experience has been incredible. For a couple of EME folks, it was an opportunity to reflect on how far and wide our travels have been within the Branch.

"Namaste".

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## EME ASSOCIATION UPDATE

By: Maj (Ret'd) G. McCulloch, EME Association President, Toronto

The EME Association is providing, through its chapters, updated information on current notes of interest concerning EME and Conference of Defence matters. Our annual meeting will take place at CFB Borden on 14-16 Oct 04. The theme this year will be "EME Core Value to the Canadian Forces; Why We WILL be Needed in the Future". With all the "contracting out" of services and repair functions, it makes sense to discuss and report the true potential that would be lost if the current trends continue. The meeting will be highlighted with a series of guest speakers and syndicate discussions followed by a Mess Dinner in the evening of 16 Oct. There will be elections for a new president and new executive.

EME Association has contributed to the CFB Borden Base Museum, with an annual donation of \$200. Canada's War Museum received \$5,000 over a three year period from the EME Association. In addition, the Ottawa Chapter has refurbished a "25 Pounder" gun and a military motorcycle for the War Museum. Each year, we encourage each Reserve unit to choose a "Craftsman of the Year". The EME Association provides a certificate and a prize to be presented to the Craftsman in our name.

There is, as always, a need to attract new members. All ranks serving or retired are welcome to join and enjoy the camaraderie and take part in some of the social events sponsored by the Association. A good initial dialog has taken place between the RCME and EME Associations. Our desire is to further this start by looking to have some joint local functions. We continue to see dwindling numbers of our WWII veterans. This is a down note for two reasons. Firstly, many were in RCME from its inception and were often colourful. Secondly, new members are hard to find. Any person who would like to join as either a member of a local chapter or a member at large should contact Gord McCulloch or Lucas Helleman as follows:

- gordon.mcculloch@rogers.com or tel: (905) 274-5803; and/or
- helleman@comnet.ca or tel: (613) 834-0201.



## OP ATHENA ROTO 1

By: Mcpl Bourgeult and Cpl Audet, OP ATHENA

*Our turn....*

**O**n 21 January 2004, the first ROTO 1 EME member landed on Afghan soil. This was WO Guy Morin; he was privileged to break the ice with members of the NSE ROTO 0. Naturally, he was very well received because for them it was the beginning of the end. He was at the heart of the first change of personnel, while awaiting his companions from ROTO 1, mostly from Valcartier. It did not take long for members of NSE ROTO 0, to take charge of him and show him the way of life in Afghanistan. On 20 February, all members of the maintenance platoon arrived in Afghanistan. For the 97 maintenance members and the 17 CANCAP civilians from (SNC Lavalin/PAE), this was the beginning of a long and enriching adventure.

EME also had its input for the main sentry box. In fact, from 10 to 16 February, 20 maintenance platoon members took up arms to replace members of 3 RCR who were short-handed for providing security at the main gate. There we were, in charge of all comings and goings at Camp Julien. Searching military and civilian vehicles, as well as Afghans, that was a memorable experience. The teams were directed by EME members, including MCpl Audet, MCpl Bourdeau and MCpl Gauthier. All appreciated the experience and were praised by the chain of command on the professionalism they displayed.

Our mechanics first started inspections in each of their respective sections, to bring the fleet of vehicles up to tiptop operational status, in addition to looking after last minute repairs. Then, on 4, 5 and 6 March, the arrival of the new Mercedes WLUV in our lines, replacing the ILTIS jeep, required many hours by technicians to make routine checks on these new vehicles, fresh off the Mercedes production line.

The recovery section was very busy looking after badly damaged civilian commercial vehicles on roads that were just as unserviceable, including a bogged down LAV and one with a motor



that would not start (because of poor quality of diesel fuel). W1 and W2 were on the road by day and by night and their quick response to calls was much appreciated by the units.

The Weapons Section and the Fire Control Systems section quickly rechecked the 25mm turrets, LG 105mm and the preparation of various ranges, preparing for the long awaited arrival of new types of equipment such as the famous C7A2 and C9A2. Awarding 9mm qualifications to vehicle mechanics made us very nervous.

The Materials Section technicians quickly lit their torches, using up their oxygen bottles within a few days. Naturally our Mat Techs are always called on to manufacture all sorts of things for the personal comfort of the troops.

What can we say of our civilians, working on those same vehicles! They have displayed patience in repairing the engine of a vehicle that empties chemical toilets.





The tool crib has been taken over by the graying MCpl Guay who had to reorganize that shop while initiating orders for the many missing tools. He has set up a new, efficient system to finally please the users. All of that cost him many long hours of work that resulted in a real benefit for the platoon.

We must not forget the spare parts section, attached to the maintenance platoon. They have been kept alert for some time now, under pressure from the armourers helping them to get out of the garage to make room for the special project team looking after the armour-plating of light vehicles.

We must also not forget our control centre, headed by MCpl (Red Beard) Northorp with a beard-trimmer in his pocket... He has to handle so many requests that he lives in his office. He only leaves to fetch a cup of coffee, so that he can keep up with the demand and be able to add new files for vehicles coming into the theatre. The ETQMS, MWO Ghyslain Lévesque answers all maintenance platoon questions. He ensures that everyone is happy and puts us back on the right track. WO (Hotmail) Mailhot is always rescuing his companions and solving their computer problems. The production WO is very tough-skinned and jovial. He never misses an opportunity. As for our section Sgts, they are always looking for personnel at the last minute for Sgt Chalifoux spends his days ensuring that tasks are equitable for all and he checks all sorts of rosters. We have nicknamed him « The List Man ».

Before closing, we would like to tell you about our magnificent espresso machine, maintained by the writer of these lines. It is the one that is there for all of our members, to help them start their day. It makes an average of 50 espressos a day from three different types of coffee. When the warm weather arrives, we can enjoy succulent iced coffee, guaranteeing its popularity up to the end of the rotation. If you have been looking for the name of Capt Gagnon in our report, well you can always find him not too far from the espresso machine or in an orders group; he ensures that the orders group is always provided with a good espresso and he is the envy of all the other platoon commanders.

As you can see, the morale of EME in Afghanistan is very high. We are preparing for the 60<sup>th</sup> Anniversary and we will be the first to celebrate that event with our two good beers... We are continuing the work that was so arduous to start and now within a few months our horse can announce "mission accomplished"!

Arte et Marte.

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## **LIFE AS A MAINTAINER AT BASE MAINTENANCE SHILO**

By: Sgt R.M. Balsdon, B Maint, Shilo

Upon receipt of a posting message to CFB Shilo, a lot of people start to shudder at the thought of being posted to this little seen, out-of-the-way, base in the heart of Canada's wheat belt. After driving for what seems like an eternity, you come upon a small green sign on the side of Highway #1... "CFB Shilo 1 km". You turn, and desperation sets in as you travel another 18 kms. That's how you end up finding your new home.

Our facility, named after World War I Armoured Staff Sergeant Arthur Edward Davis, is an easy spot to locate at CFB Shilo. With the EME flag flying proudly out front, the building itself is reminiscent of an olden day battleship, complete with yellow masts sitting high on the horizon, but enough about the surroundings!

We currently employ 15 civilian and 33 military personnel of various trades and ranks. Our ETSM, MWO Robin Wright, has the dubious task of keeping all these personnel under control and gainfully employed. During the past year, our technicians have been kept quite busy. Cpl Ian Mackie of the FCS section has returned from a successful tour in Bosnia, and Cpl Mike Pisio, also of the FCS section, is preparing to deploy for a six month tour in the Golan Heights. Also out on tour is MCpl Ron Martin from SMP section, who is deployed for a two month TAV in Bosnia. MCpl Martin, prior to this deployment, was awarded the Commander in Chief's Commendation from BGen Ivan Fenton for his work with 3 PPCLI during the Medak Pocket operation in the former Yugoslavia. Other award presentations fell our way with WO Marcel Saumier and Cpl Ian Mackie both receiving the Queen's Golden Jubilee Medal and several members receiving CDs and clasps.

Other events have seen our techs perform as members of the Base Quarter Guard, with the Guard Commander, Sgt Ron Balsdon, a Materials Tech, and 2IC, MCpl Floyd Weatherbie, a Vehicle Tech, being assigned the dubious task of training

members of the guard. The first task was to select the fittest and sharpest personnel at drill to perform in Brookdale, MB at the grand opening of the town's war memorial. EME colours were also brightly shining at the Base Remembrance Day ceremonies, as five of the six personnel were EME, who put on an excellent display.

Other notable events saw our weapons section busy refurbishing the 84 mm, Carl Gustave anti-tank weapons under a national project, and our materials section, under Cpl John Symons, totally rebuilt an old Lynx Recce vehicle for display at the main entrance to the base. This Lynx was brought to us in a terrible state. It was missing hatches, lights and various other cosmetic parts. The journey started with a total sandblasting, and then on to welding to repair and manufacture various parts and brackets, the removal of sharp dangerous bits and pieces, and sealing hatches closed. From there, the Lynx went into the paint booth to return it to its original disruptive camouflage coloring. This project was proof that the Materials Techs really have powers to scrounge! The only thing I have not figured out with this project is where they found the missing headlights. Now ready for travel, MCpl Charles Michalski and Sonny Naturack, our LOMMIS clerks, recovered the Lynx to the front gate, using an LSVW as a tow vehicle. Who would have guessed an LSVW would be capable of towing a LYNX? With only one try, Charley had it square on its new home.

The future promises to be even busier with the move of 2 PPCLI from Winnipeg and the influx of equipment they will bring with them. I know, with the team we have here in Shilo, all will go well.

As a parting note, we will be saying goodbye to WO Jim Beatty, MCpl Pat Albert and Cpl Bill McCarthy, all who are retiring and going off to greener pastures this year. To all RCEME, LEME, EME/GEM, and don't forget LORE members past and present, have a great 60<sup>th</sup> Anniversary wherever you are.



## REMEMBERING OUR VETERANS

By: MWO D. Harbak, 1 ASG HQ, Edmonton

On EME Day 2003, Edmonton Garrison was honoured to have as its Guest of Honour, Mr. Shierlaw Burry, an Armourer and Veteran of WW II. Mr. Burry came to the attention of MWO Doug Harbak through an article in the Western Sentinel. MWO Harbak coordinated efforts to have Mr. Burry brought to the Garrison as our guest. He gave an entertaining speech to the troops recalling his days of service during the war. After his speech, Mr. Burry spoke individually to many of the soldiers passing on his experiences and humorous anecdotes. As a token of appreciation and respect, Mr. Burry was presented with an engraved 105mm shell casing produced by Cfn Moser from 1 GS Bn Field Workshop.



Mr. Shierlaw Burry was born in Toronto on 25 February 1903. His father Thomas, was born in Edinburgh, Scotland and his mother, Polly Windust, was born in London, England. Thomas Burry came to Canada around 1864 and was the founder of Burry Biscuits, having four factories in the Toronto area. Polly also came to Canada at an early age and worked for Christie Biscuits. Later Burry Biscuits and Christie Biscuits would amalgamate.

After the family moved west (around 1904), Shierlaw worked hard on the farm. Around 1919, the family moved to Edmonton and lived on 97<sup>th</sup> and 112 Ave where their house still stands as a historical building.

Shierlaw got into the wholesale business selling merchandise all over Edmonton and in 1931 started the Greater Edmonton Rifle Club. When WWII was declared in Europe, Shierlaw was one of the first to enlist. He was assigned to the Royal Edmonton Regiment as an Armourer (Weapons Technician). After training for awhile in Calgary, the troops went by train to Halifax for further training and then by steamship to England. After yet more training in England and Scotland, it was off to Sicily and Italy where Shierlaw was active in the notorious battles of Ortona, Monte Cassino and many more.

When the war ended, Shierlaw returned to Edmonton and married Edgeworth Murray, who was a children's nurse at the Royal Alexandra Hospital in Edmonton. They lived in Edmonton for awhile and then built a house near Fallis, AB where Shierlaw still resides. Once again, Shierlaw started a wholesale business, importing large quantities of binoculars, rifles, shotguns, scopes and more. He also manufactured top quality rifles and sold weapons from coast to coast. Weapons have remained a hobby and passion for Shierlaw, having competed in, and winning International shooting competitions well into his 90s.



In September 2002, at 99 1/2 years of age, Shierlaw Burry made his first jet plane trip, visiting Inuvik and Fort McPherson, retracing his father's footsteps of the Klondike Gold Rush era. The people of the north made a huge fuss over Shierlaw and made him the tourist of the week.



He was invited to be the Guest of Honour at the 2003 Edmonton EME Day Celebrations through the gracious coordination of Mrs. Pauline Law, neighbour and long time friend of Shierlaw. He was presented with a 105mm brass casing mounted and engraved by Weapons Technician Craftsman Moser. He gave a short speech with words of encouragement and praise for the enthusiasm and dedication of our technicians. He was a huge hit with the young soldiers and demonstrated his fantastic sense of humour and memory for detail. Mrs. Law had to pry him from the festivities as he was having such a good time socializing with the soldiers.



# CANADIAN FORCES VEHICLE TECHNICIAN TRAINING: THEN AND NOW...

By: 2Lt I. Miedema, 2 GS Bn, 2 Fd Wksp, Petawawa

Looking back through our memories of the Electrical and Mechanical Engineering (EME) Branch in the Canadian Forces (CF), we have witnessed the evolution of the training for the Vehicle Technician trade. As the EME Branch prepares to celebrate its 60th Birthday, one can be assured that the training is continuing to transform to meet the ever-changing needs of today's CF Craftsmen. This ever-evolving system is important, as said most fittingly by Plato, "The direction in which education starts a man will determine his future life." At the time of the birth of the EME Branch, 15 May 1944, the A21 Canadian Ordnance Training Centre in Barriefield, near Kingston, Ontario was managing basic training of the new EME soldiers. It was there that the first Vehicle Mechanics for the newly formed Royal Canadian Electrical and Mechanical Engineering (RCEME) Corps trained to become the first "Craftsmen". In 1946, the centre was officially renamed the RCEME school, and it kept this name until the integration of the CF in 1968. After being temporarily amalgamated with the Canadian Forces School of Signals, it moved to Borden in 1970, where it continued to evolve and in 1985 became the present day Canadian Forces School of Electrical and Mechanical Engineering (CFSEME). This event coincides with the Branch name change from Land Ordnance Engineering to Land Electrical Mechanical Engineers.

Vehicle Technician Training – Past. Vehicle Technician training has changed tremendously since its inception, which is mainly due to the steady mechanization of the CF. Since RCEME formed, there have been several different names given to those Craftsmen who maintain the vehicles in the CF. In 1944, there were two titles: Artificer and Fitters. The Artificer, or "Tiffy", had the highest skill, with a Skill Level "A". The Fitter had a Skill Level of "B" or "C", although this title was soon replaced by Vehicle Mechanic (Wheeled) and Vehicle Mechanic (Tracked). This became the beginning of differing task dependent skill levels in this trade. The Skill Levels A, B and C would be replaced in 1946 by four "Group Levels", 1 through the senior level 4, corresponding to the skill level of the Craftsman. The Group Levels compare very closely with today's Qualification Levels (QL) of 3, 4, 5 and 6, in both length and style of training. The Group 1 personnel trained at RCEME school learning basic technical skills and theory. The Group 2 Craftsmen were sent to a unit to develop their hands-on skills through On-Job Training (OJT) and to learn from the higher-level technicians. Groups 3 and 4, like QL5 and 6, were held at the RCEME school where the Craftsmen studied further technical craftsmanship.

The Corps introduced the Apprentice Training Plan around 1953. The Craftsmen-Apprentices that were selected for this program were educated as Craftsmen and trained as soldiers. These young apprentices were known as the "Green Monsters", a name attributed to the green flash that was worn on the upper right arm. This program proved to be a great success, graduating nearly 700 Regular Force soldiers.

With the integration of the CF in 1968, many things changed: the Apprentice Training Plan was abandoned and the Group Levels disappeared, amalgamating into the Vehicle Technician trade. In 1980, the Trade Qualifications were introduced, which would later on be replaced by QL2 through QL7.

Vehicle Technician Training – Present. Today, when a technician enrolls in the CF, the first qualifications are QL2 and QL3. These formal courses are held at Area Support Unit St-Jean and CFB Borden, respectively. The recruit course, QL2, takes place over a 10 week period and is immediately followed by QL3, which is a 30 week long trade course consisting of theory, demonstration and hands-on work assignments. During QL3, subjects such as engine overhauls, welding, and technical automotive systems are mastered in both garrison and field operational environments. QL4, in contrast to QL2 and QL3, is an OJT program held at different bases across Canada. After completing QL3, students are posted to a General Support or Service Battalion to complete a mix of theory and practical training. This training is approximately 24 months in duration, and consists of familiarization with equipment used by combat arms, combat support and combat service support units as well as occasionally employed at a local civilian workshop to gain complementary experience. It is within this broad range of working environments that the essential hands-on experience is gained, utilizing the skills acquired at CFSEME as well as the specialized expertise obtained in the OJT program itself. The next qualification is QL5, the Journeyman course, held once again in Borden. This trains the EME Craftsmen to yet again a higher level along with developing their leadership ability.

The EME tradition of constantly changing to meet the needs of an ever-evolving CF has not been lost on the Vehicle Technician trade. The Craftsmen in this trade, rest assured, will continue to develop in the future as the CF strives to harness the new technologies through the introduction of leading edge vehicle platforms.

Arte et Marte.

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## **DDC INSTRUCTOR ACHIEVEMENT AWARD**

**M**WO S. Quilty (36 CBG HQ, G4 Maint) receives the DDC Instructor Achievement Award-Gold Level from LCol C. Corry, COS, CBG HQ at Royal Artillery Park in Halifax on 25 March 2004.

MWO Quilty, 27 years of service, received this prestigious honour in recognition of his completing over 500 hours of Defensive Driving Instruction, and in recognition of his commitment to safe driving within the Canadian Forces.





## EME BRANCH 60<sup>th</sup> ANNIVERSARY PARTY IN BOSNIA

By: Sgt R. Blanchet, Admin Sgt SNE Maint Pl, Camp Black Bear

The EME Branch celebrated its 60 years of existence on 15 May at Vélíka Kladusa in Bosnia. In fact, during the activity filled day, all Branch members present in Camp Black Bear, employees of CANCAP and the locals and their families were able to participate in this very lively event. The celebrations started at 0800 hrs with a brief speech by the senior Branch representative, Captain Marsolais. Activities then began with a volleyball competition followed by a mini soccer tournament which enabled the Hungarians to show us their savoir-faire with a soccer ball. At noon, a BBQ was served followed by an enormous cake decorated in EME Branch colours. Immediately after lunch came the moment we all had impatiently waited for, that is the swimming pool, commonly known as the "DUNK TANK". This was the chance to settle accounts by throwing people in the water, by throwing soccer balls at them to make them fall in. While this was



During the famous « DUNK TANK » event, we can see MWO Pierre Beauchamp looking like a big pussycat, terrified of water with his claws out.



MCpl Daniel Marcil trying to get a nail into a bottle, one of the trials on the obstacle course. He is carefully supervised by his Bosnian, British and Canadian team members.

going on, children of employees enjoyed themselves by taking rides in the fire trucks, and throwing the soccer balls at the swimming pool. Around 1400 hrs it was time for a little friendly competition on a fantastic obstacle course made up of more amusing obstacles. The day ended around 1600 hrs with the distribution of attendance prizes, most of which were won by the children. This particular moment became magical when one saw the dazzled faces and eyes of the children receiving their prizes.

One could say that the 60th Anniversary celebration of the EME Branch was an overall success and that all participants will remember this day for a long time, especially the children.

Vélíka Kladusa  
Bosnia Herzegovina

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## EME'S QUEST FOR THE PIECE OF THE MOUNTAIN

By: Lt E. Kotylak, OIC Veh Pl, Maint Coy, 1 Svc Bn, Edmonton

The leaves changing colours, the crisp feeling of cool air entering the lungs and soldiers from 1 Canadian Mechanized Brigade Group running through the River Valley parks are a few of the recognizable signs of autumn in Edmonton, AB and the beginning of another Mountain Man Challenge. For those of you who do not know, the Mountain Man Challenge is an annual endurance race consisting of a 31.5 km rucksack run, 3.2 km sand bag carry, 10 km canoe leg and 5.5 km sprint to the finish line, all completed with a 15 kg rucksack.

Mountain Man Challenge '03 started in the early hours of 8 October. This challenge was delayed due to the Forest Fires in BC (OP PEREGRINE); however, not even Mother Nature herself could extinguish the Mountain Man spirit. This spirit ran strong in 1 Service Battalion's EME participants, Cpls Gray and Gotell and myself.

As many of you are aware, the words inscribed on the Mountain Man medal are Strength, Courage and Stamina. These words hold true but as I completed the challenge another motto

sounded in my head, Arte et Marte (by Skill and by Fighting). Each leg summoned the skill and the fight to convince us to continue despite the pain, fatigue and the reoccurring question "Why am I doing this?" I am certain these words raced through the minds of the other EME competitors as they rose to the challenge. On a more personal note, fight far outweighed skill in the canoe portion of the challenge. It seemed that for every foot I gained, the wind from Mother Nature took 10 inches back!

The three of us completed the event, improving on personal times. Even before the last participant crossed the finish line, vows were taken to improve times, run farther during training sessions and most importantly, improve our naval skills. With the physical pain nearly forgotten and the blisters healed, we have already begun to look forward to Mountain Man Challenge '04.

ARTE ET MARTE!



## **WATC FIELD WORKSHOP FLOAT TAKES FIRST PRIZE IN THE WAINWRIGHT STAMPEDE PARADE**

By: Sgt R. Dale, NCO IC Training Cell, WATC Field Workshop, Wainwright

**O**n 26 June 2004, the Western Area Training Centre, Field Workshop entered a float in the 51st Annual Wainwright Stampede parade, and won first prize!

The theme of the 51st Wainwright Stampede parade was "A salute to the military". So, as part of our 60th Anniversary celebrations, it was decided to build and enter a float in the parade.

The float consisted of the workshop's 5 Ton Western Star Wrecker and trailer.

To begin, signs had to be manufactured to "show the colours" and let people know who we are. Our civilian paint and body person, Mr. Joe Shaban painted the signs in the Branch colours with lettering which read "The Electrical & Mechanical Engineers. 60 years of service, Arte et Marte, By Skill and By Fighting."



WATC Field Workshop Wainwright Stampede float crew show off sign and first place ribbon. L to R: MCpl John Battye, Pte Huebshwerter (PAT Platoon), MCpl Tim Taylor, Sgt Bob Dale (OPI), Cpl Kurt Kuiper, Pte Dasti (PAT Platoon), Cfn Brionne Logan, Cpl Ralph Drake (LCIS), MCpl Don Phillips.  
Absent: Mr Joe Shaban, Cpl Chirst Flood, and Cpl Tim Franz.



WATC Field Workshop float in the 51st Wainwright Stampede parade. An ILTIS engine and transmission, toolbox, NVG and night scope and .50 Heavy Machine Gun (behind MCpl Tim "The Tool Man" Taylor).

It was also agreed that the float should have displays representing each of the Branch's four trade groups. This would highlight our technical skills (BY SKILL). Our LCIS section also put a display on the float. LCIS may not be part of the EME/GEM Branch, but they are part of the workshop and work closely with us. The float crew also got some non-EME/GEM help from two WATC PAT Platoon personnel assigned to the workshop, who volunteered to lend a hand.

During the parade, workshop personnel in full fighting order marched on either side of the float showing our soldier skills (AND BY FIGHTING).

The workshop is a big part of the Wainwright community, employing 25 civilian personnel.

This was another example of what the workshop can do as a team. It seemed a fitting salute to the Branch to win first prize as part of our 60th Anniversary.

Arte et Marte.



EME Branch Fund Bursary/Scholarship Program:  
Col Jestin, Ashley Jestin and Capt Mike Jeffrey



EME Branch Fund Bursary/Scholarship Program: LCol Carrier, Marie Michelle Carrier, Jessica O'Hara, Marie Turgeon and MWO Butler



## EME 60<sup>th</sup> AT CAMP MIRAGE OP ATHENA

By: MCpl B. Holmes, IC EME Section OP ATHENA, Camp Mirage, Bosnia

**W**e started discussing EME's 60th pretty much as soon as we landed on ground here. With some minor debates and a lot of planning, we decided on a Dune Buggy Safari.

The day started with a drive out to the absolute middle of nowhere. That is where we met up with our guide and loaded up and hit the dunes. Let us just say when you get a bunch of technicians who think they are Mario Andretti, with a little bit of power under their butts, things tend to take place. I thought I could defy gravity and that ended up being the first recovery call of the day, but not the last! We managed to break three more buggies that day. Cpl Dearing who was laughing at the first recovery call ended up sitting on a dune when he broke the drive chain. MCpl Vincent got lost or "geographically confused". What can we say about our birthday boy, Cpl Kuras, "SPEED UP!" Grudgingly, I have to admit that Cpl Richards won the days events, even though his buggy caught on fire. Some might think the Dune Buggies were the end of the day! Not the case, afterwards we went to a Bedouin camp for an evening BBQ, smoked their version of a peace pipe and watched belly dancers. Take note that tobacco is not illegal! For some, that was the hardest thing to drag them away from.

Arte et Marte.



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## EME DAY IN ALERT

By: Sgt J.L. Stewart, 3 ASG Maint Coy, Gagetown

**O**n 15 May 2004, the EME Branch Flag was flown in the most northerly inhabited settlement in the world celebrating the 60th Anniversary of the Branch.

The Frozen Chosen of Alert from left to right are:  
Cpl Steph Tellier, Cpl Chris MacKinnon, MCpl Carl Devin, Cpl Greg Johnston, Sgt Jody Stewart.





## CANADIAN NATIONAL JUDO CHAMPIONSHIPS

By: WO J.D. de Ruiter, 17 Wing EME Sqn, Winnipeg

On 8 and 9 May 2004, the Canadian National Judo Championships were held in Kitchener, Ontario. Craftsman Brent Thompson, a Vehicle Technician from 17 Wing TEME Sqn participated as a member of the Manitoba Provincial Judo Team.

After two days of competition and five hard fought matches, Craftsman Thompson was awarded the bronze medal in the senior under 90 kg weight class. This was no small feat considering the level of competition and expertise of the 15 competitors from across Canada in his weight class.

With the support of 17 Wing Logistics Branch, Judo Manitoba, the Manitoba Metis Federation and 17 Wing PSP, Craftsman Thompson has represented his sport in numerous tournaments across western Canada. The Canadian Nationals were by far the most prestigious tournament in which he has competed and his medal win brought credit to the CF, the EME Branch and himself. Well done Craftsman Thompson.

Arte et Marte.



From Left to Right: Cole Hunt, Gervais Turcotte, Cfn Thompson and Oleg Datsky

## EME 60<sup>th</sup> ANNIVERSARY 2004

By: Captain J.W. Mutrey, CFSEME Adjutant, Borden

Another milestone! Who would have known that the 60th Anniversary would have this much activity?

As the Home Station of the Electrical and Mechanical Engineering Branch, CFSEME had the honour of hosting the 60th Anniversary Celebrations on 14 - 15 May 2004 in Borden. Activities across the country were planned by various bases and organizations, but it was Home Station for the Branch that had the honour of planning and coordinating the change of our Colonel Commandant, Colonel (Ret'd) Murray Johnston to Colonel (Ret'd) Gilles Nappert.

The planning for the EME 60th Anniversary initially started in Fall 2003, and as usual, it started out small. Major Dave Rowe was appointed CFSEME OPI for the planning and execution of the event at Base Borden, and initially the plan was: "Let's keep it low key and we won't have to have everyone at the school working. We will be able to enjoy the activities instead of working." Right! In true EME fashion, we started out small and as the year and the planning went on and we got closer to 15 May, our hearts started to swell with pride. The activities got more detailed and more fitting for the 60th Anniversary milestone. And what a party it was!

There were a number of activities planned to reflect the significance of this anniversary. We started the festivities off with a Sports Day on Friday 14 May 2004, which was certainly enjoyed by all. Some highlights included a variety of sports: EME Olympics, Sumo Wrestling, horseshoes, darts, Show and Shine, the arrival of the EME Bike Relay team who cycled to Borden all the way from Gagetown, New Brunswick, vehicle and equipment display, and the grand finale was the smashing of Chief Warrant Officer Dalcourt's (RSM CFSEME) car with the ARV.

The Sports Day was followed by a Meet and Greet at the Craftsman Inn. The Billy Bishop Center (AKA the Craftsman Inn) was decorated with EME memorabilia from all trades. This venue provided many former and serving members, and their guests with the opportunity to relax, have a snack, renew old friendships and create new ones.

Saturday morning started with an All Ranks Breakfast at 0700 hours in the Craftsman Inn. Brigadier-General Holt, (DGLEPM), Colonel (Ret'd) Johnston (Colonel Commandant),

Colonel Giguère (Branch Advisor), Chief Warrant Officer Vass (Branch CWO) and many other senior ranking EME soldiers served up a fine feed of pancakes, eggs and sausages. The soldiers certainly appreciated the efforts of the senior EME personnel, even though it was not as good as mom makes.

The opening of the EME Heritage Room was the next order of business on Saturday morning as the DGLEPM, Branch Advisor, Colonel Commandant and Branch CWO officiated the event. There were a large number of spectators to witness the commissioning of the Heritage Room.

Saturday afternoon, Run, Run, Run... time for the Change of EME Colonel Commandant and Branch Chief Warrant Officer Parade, which was a grand spectacle. Lundy Lane Parade Square was full of EME soldiers. As one Veteran, Mr. Brierley (RCME WWII) stated, "What can I say? As an old soldier who knows a good parade when he sees one, it was beautiful". The day was cold but the crowd was large and the parade was certainly a spectacle as Mr. Brierley was witness to. March Past in slow and quick time, Feu de Joie, green monster ceremony, Cadet March Past, Bike Relay Roll Past and finally, vehicle Roll Past. A very sad day as we said goodbye to Colonel (Ret'd) Johnston, who has been the driving force behind the history of the Branch, but a very exciting day to say hello to Colonel (Ret'd) Nappert as the incoming Colonel Commandant. Colonel (Ret'd) Johnston, you will be missed by every member of the EME Branch. Take care and God bless.

The All Ranks Dinner and Dance was the finale, and what a party it was! The Craftsman Inn was transformed into a nightclub where people enjoyed an excellent meal of Chinese food prepared by the staff of the Base Borden Officers' Mess. The Martels, a 1960s era band, provided the entertainment. After a number of encores in the early hours of Sunday morning, the band finally had to say good night.

WOW!!! Seven months of planning, two full days of fun and exciting activity, and another anniversary for the Branch gone by. Boy, am I tired. Thank you all for your participation and thanks to the committee members for organizing the activities. Can hardly wait for the next one!

ARTE ET MARTE.



## A UNIQUE LAD

By: Maj (Ret'd) D.C. Knight, EME A

The 1<sup>st</sup> Canadian Rocket Battery, RCA, was a unique unit that used a 32-tube or 30-tube multiple rocket launcher, then called a "land mattress". A British officer designed the launcher, but when the British Army displayed no interest, the project was taken over by the Canadian Army in Britain. Meyer-Dunford, a small bottling-equipment manufacturer, fabricated ten launchers "for operational trials", using few drawings or specifications. RCME Staff Sergeant A.W. Holmes and several other RCME craftsmen assisted in the manufacture of both the prototypes and the later production models.

The rockets were constructed from surplus and scrap parts. The 60-pound high-explosive warhead came from the Royal Navy, the Royal Air Force donated the rocket motor, and the Army handed over 600,000 Type 721 fuses that had been scrapped for safety reasons. The fuses then had to be sorted to find the correct version. Canadian Base Workshops manufactured adapters so that the parts could be made into a usable rocket. In operations, unit transport picked up the components and delivered them to the battery where everyone, including the Battery Commander, sorted parts and assembled the rockets. They were never part of the supply system. There was no formal establishment. To man the launchers, a cadre of trained officers and senior NCOs were superimposed on an under-employed light anti-aircraft battery.

The battery fired its first "operational trial" at German open-topped anti-aircraft gun positions in Flushing on 1 November 1944. The results were successful, and the battery supported most major attacks for the rest of the war. The "operational trials" were deemed complete at the end of 1944, and the continuing existence of the rocket battery was approved. Supporting a unique unit naturally required a unique Light Aid Detachment (at the time, LADs were classified as types "A" to "E" based on the type of unit they supported). This is the story of 127 (later 131) LAD the only type "F" LAD in the British Empire.

127 LAD was formed on 19 January 1945 on a field return basis. The first personnel posted to the unit were Lt W.N. Tripp (OC), Armament S/Sgt Dekelver, Armourer Sgt McClatchey, Cpl Mackin, L/Cpl McPherson, and Craftsmen Barker, Ryan, Wall and Smith. Their original equipment was one Diamond-T medium wrecker, one 3-ton stores lorry, one 60-cwt truck, one Willy's jeep and three 10-cwt trailers. With this equipment, a handful of scrounged hand tools, and the good wishes of First Canadian Army Troops Workshop, the LAD joined the rocket battery at Hilvarenbeek. The battery had some 78 "B" vehicles, 100 artillery instruments, and twelve rocket projectors. A survey showed that most of the equipment, especially the vehicles, was in poor condition.

The projectors, essentially prototypes, were poorly designed and were a source of continuous trouble. Nobody in the LAD had seen a projector before, so Lt Tripp, AQMS Dekelver, and two electricians watched the battery in action in February 1945, and from their observations, suggested modifications and improvements. The battery and the LAD were frequently under enemy mortar fire and air attack. On one occasion, at 0730 hours, a German mortar bomb exploded close to one of the production launchers, and several pieces of shrapnel pierced two barrels. By 1700 hours, the damaged barrels had been removed, replacements removed from an unserviceable prototype projector, cut to the proper length, modified to fit, and installed.

During this period, the wrecker was called out on an average of four nights per week, frequently in support of vehicles from other units. Vehicles were backloaded only when absolutely necessary, because this involved a 125-mile round trip to the workshop in Tilburg. The LAD used plenty of ingenuity, and in the first two months, only eight vehicles were evacuated out of a total of 87 jobs, and only one projector out of a total of 23. The unit was hampered by the lack of a suitable battery charger and an arc welder, both of which were considered essential for servicing a rocket battery. Each projector had two 6-volt batteries in its firing



A Meyer-Dunford "Land Mattress" in firing position.

mechanism, which had to be kept up to full charge. Eventually the LAD "found" a 6.5 KW arc welder and modified it into a combination welder and battery charger capable of handling 100 six-volt batteries at one time.

By 9 March, the LAD had grown to one officer and fifteen other ranks, and they began to modify the projectors based on their observations during firing. For example, the firing switches were originally mounted on pressed paper panels, which warped badly in poor weather. They replaced these with German bakelite panels that proved highly satisfactory.

In March, the battery received 24 new Tilling-Stevens projectors (the production launchers), which were definitely superior to the prototype Meyer-Dunfords, particularly in the firing circuits. However, the LAD still had to modify the new equipment, including bracing the back plate to eliminate warping, raising the dial sight bracket, installing dust covers on the elevating gears, and installing a projection rail for the elevating screw to prevent it from bending when the projector was being loaded. Whenever the battery was in action, it was accompanied by a mechanic and an electrician with a small stock of parts for running repairs. The LAD was renumbered 131 LAD as of 31 March 1945.

In April, LAD modified the projectors to give greater stability when firing. Fifteen Bedford light anti-aircraft tractors were also modified to carry one salvo of rockets per truck. Despite being continually on 20 minutes notice to move, the LAD processed 107 jobs in April ranging from the manufacture of a pancake griddle to the complete overhaul of the old and nearly worn out Meyer-Dunford projectors. During the latter part of the month, they built a 2.5-Kva 220-volt AC generator powered by a Ford V8 engine on a trailer based on a smashed gun tractor chassis.

The beginning of May found the LAD in the field with no cover under which to work, but on 9 May they moved to Enschede and were able to procure a decent building to work in. After the German surrender, work dropped off, but they continued to redesign and modify the launchers. Originally the 2,900-pound projector had to be lifted bodily onto its front pad. They cut two inches out of the frame, allowing the projector to sit further back when in its action position. This raised the front support, permitting the pad to be placed under the elevating support with ease. This cut the time into and out of action by over one-half. The LAD demonstrated the modified launcher to several officers from the Canadian Experimental Branch who were very impressed.

In June, all equipment was checked, classified (over 80% class 1), and turned in to the demobilization vehicle park. The OC of the battery was very pleased with the improvement in the mechanical condition of these vehicles since January. On 21 June 1945, after five months of hard work under field conditions, the only type "F" LAD in the forces of the Empire was disbanded.



## WARRANT OFFICER DIGGER, CD

By: MCpl B. Belbin, Maint, 17 Wing, Winnipeg

**D**igger and I go back to my first tour of Golan in 2000 where on the rotation change he moved into my room. On my second tour in 2003, it wasn't too long before he graced me with his company again. Due to the uncertainty of staying in the Golan, MWO Jim Buskell asked me to check into the requirements of bringing Digger back to Canada. I found that all it took was a copy of Digger's immunization papers and a form from a government office and he could immigrate to Canada. MWO Buskell and the maintainers in the Golan bought a kennel for Digger and adorned it with a suitable plaque and stickers to ensure anyone seeing it would know that they were handling precious cargo.

It was quite a surprise for me in October 2003 when Cpl Greg Thorne dropped Digger off in Winnipeg on his way back to the Golan Heights. I had a slight indication of what I was in for after a short ride home from the airport, where Digger occupied his normal spot as co-driver, as he had done many times in the passenger seat of Christine. Upon arriving at my home, Digger immediately chased one of my wife Marie's cats. The other three were soon to follow. He then checked out the food situation, which was followed by setting the hierarchy with my dog Blackie. This was done while I was on the couch and Digger on my lap. The next few weeks were a training period. Simple things like the area around the house is not like the Heights. Vehicles move a lot faster and the neighbours don't appreciate you using their front yard as a toilet. Sleeping arrangements had to be sorted out. Digger was more than sure that the other pillow on the bed was his and not my wife's. This situation is still not resolved. After about a month, all but one of the cats has come out of hiding. Blackie is now allowed to come close to me but the one inch space on the couch between Marie and myself is where he "has" to be. The neighbours have adjusted to Digger. Well..... sort of. They have to realize that he has never seen so much green grass or this many trees to mark in his life.

Everyone must wonder how Digger is adjusting to Winnipeg and the weather. He has seen snow before but he still gets excited to see the first snowfall. He loves running around in the snow and playing with Blackie. When the weather gets cold however, the trips outside become a little shorter. Digger does have a good fur coat and is built like a little badger, but some winter days in Winnipeg can just be too cold. It is still very funny when I picture Digger at my cabin in a trail of deep snow with the tip of his curled tail being the only thing visible as he set out down the trail. In the spring, I take the dogs for walks in the bush near my home but once the wood ticks come out, the walks are limited to the sidewalks. Digger still enjoys them either way.

Digger attends functions in the 17 Wing EME Workshop. He was introduced to everyone at our Christmas party where he reaffirmed that he's still a mooch. On EME Day, I was away on a tasking but thanks to MCpl Aubut and Cpl Robidoux, Digger was present much to the pleasure of Col (Ret'd) Johnston. I hear he was well behaved and he still has his rank. We also went to a 17 Wing sports day and the only time I put him on his leash was at the BBQ, which was to keep him from visiting every table for food. He also makes the occasional trip to the workshop to make sure everything is as it should be and to get the smell of oil again.

Digger is still an ambassador for the Branch and makes friends wherever he goes. He brings back memories to people who knew him in the Golan and creates new ones for those who are meeting him for the first time. If he could only talk.

Anyone who remembers Digger from the Golan will be glad to hear he hasn't changed much. He is still a snob, stuck up to everyone except EME, mouthy, protective and spoiled rotten. You gotta love him. I feel privileged to have Digger as part of my family and the EME family. He brings much joy and happiness to my house and home and don't worry, he has been and will be, very well looked after for years to come.

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## EME DAY CELEBRATIONS AT CFB VALCARTIER

By: Lt S. Tousignant, 5 Svc Bn, Valcartier

**E**ME Day celebrations took place on Friday 11 June 2004 at CFB Valcartier. With OP ATHENA and a major exercise taking place at Gagetown, this was an ideal date for the entire EME community to gather. This was a sports filled day, and most of the base and area units participated. This year's EME Day celebrations were of particular significance since the Branch was also celebrating its 60<sup>th</sup> Anniversary.

Col Giguère, Branch Advisor, kicked off the day's activities with an Opening Ceremony. Sports competitions started soon after the parade and cake cutting ceremony. The warm and sunny weather was perfect to round out the day as participants took part in four demanding sports: volleyball, ball hockey, softball and horseshoe. As usual, members of each unit proudly defended their team. In addition, a car show was organized: participants were able to admire their colleagues' "babies".

After a tasty barbecue, it was time for the skill competition to begin. This year, members of each unit planned to build a spring-propelled vehicle, and competitors worked hard all day to build outstanding race cars. The competition between the various participants was fierce but friendly.

The day ended with awards ceremonies and prize draws. I would like to thank, once again, all those who provided their support for the day, it was a memorable one.

Arte et Marte.



LCol St-Pierre, Cfn Bélanger-Falardeau, Col Giguère



## 17 WING WINNIPEG 60<sup>th</sup> CELEBRATIONS

By: Cpl D. Lushman, 17 Wing, Winnipeg



The 60<sup>th</sup> EME Branch birthday was celebrated on 6-7 May 2004 at CFB Winnipeg. Both Wg EME and 2 PPCLI will remember this celebration for several reasons. First, EME pride was flowing high with the presence of Colonel (Ret'd) M.C. Johnston who chose to join us for our celebrations. Secondly, this was the last time that EME personnel from 2 PPCLI would be taking part in Winnipeg due to their move to CFB Shilo and finally, yet importantly, Wg EME will be making its move to a new building in December 2004.

Thursday began with a parade in honour of Colonel (Ret'd) Johnston. It seemed fitting that since Winnipeg was where he started his distinguished career many moons ago, it should be the second last parade he would attend. There was a special surprise in store for Colonel (Ret'd) Johnston, a ride in an old WW II Bren gun carrier. Colonel (Ret'd) Johnston drove the carrier the last time he was in Winnipeg but he did not get a chance to get pictures. So we felt that he should get a chance to do so again, of course with a more formal hat's off farewell. After the parade, there was a Meet and Greet followed by a special Bluebell presentation of the EME Branch given by none other than the Colonel himself.

Friday (Sports Day) kicked off with everyone getting together to sort out the teams, we ended up with six teams in all. Sports for that morning consisted of ball hockey, water basketball and softball. Each event was 30 minutes in length with 10 minute intervals between games, making the morning fast and furious. After four hours of hard fought sports, we all made our way to Bldg P6 for a feast fit for a king...yes, a BBQ and refreshments.



After lunch, the day continued with some traditional EME sports. These consisted of three events: the flywheel toss, a creeper race and an ILTIS tire challenge. The flywheel of an ILTIS was used in the first event, whoever could throw it the furthest won. The creeper race was a relay race where three members of each team faced off with each other through a gruelling obstacle course. Last, but not least, was the ILTIS tire challenge where two teams faced off in a head to head timed event. Each team was required to safely raise an ILTIS onto four axle stands, remove all four tires and put them back to their designated areas. Once completed, two team members had to get into the ILTIS with their seat belts intact, while the other team member had to go to the front of the vehicle and yell "DONE". Penalty time was added for misplaced tires, loose wheel nuts, seat belts not on, etc. After the events were all completed, awards were given out to the winning teams for the morning sports and for the traditional EME Sports.



The day ended with a fine Mixed Mess Dinner, with an excellent turnout of soldiers and their spouses. The evening started with a Meet and Greet followed by the dinner itself, which was a meal of extreme magnitude. During the course of the dinner, there were a few presentations. A number of them were presented to our Guest of Honour Colonel (Ret'd) Johnston. There was also a presentation to Chief Warrant Officer J.G.M.B. Lauzon (ETSM of 17 Wg EME) on his retirement from the CF after 36 years of service. After dinner, there was no better way to end a day but with some dancing, and of course no EME Day celebration can be complete without the traditional cutting of the cake. Assisting Colonel (Ret'd) Johnston in cutting the cake was the youngest EME member in Winnipeg, Corporal T.L. Hicks.

This year's 60<sup>th</sup> EME Birthday was definitely one to remember. Happy 60<sup>th</sup> to all EME troops across Canada and around of the world.

From all of us at CFB Winnipeg, special thanks to the Branch Chief, Chief Warrant Officer J.D.A. Vass and to Colonel (Ret'd) M.C. Johnston for attending the EME Day celebrations. The EME Branch would definitely not be what it is today without Colonel (Ret'd) Johnston's life long dedication. Bravo Zulu to Colonel (Ret'd) Johnston, you will be missed.

Arte et Marte.



## 19 WING COMOX 60<sup>th</sup> EME DAY CELEBRATIONS

By: Sgt K. Andrews 19 Wing, Comox

You know life doesn't get any better than a three day event at beautiful Albert Head which is part of the CFB Esquimalt Training Area right on the shore of the Pacific Ocean. This is where the OPI, Sgt Chris Beattie and his band of merry 400 series lads from CFB Esquimalt hosted the 2004 EME Day celebrations on 5-6 May. Organizations invited to participate this year included members from 19 Wing Comox, ASU Chilliwack and CFB Esquimalt. Sgt Kevin Andrews, MCpl Real Brisebois, MCpl Jay Foreman, Cpl Shane Bigras, Cpl Andres Padron-Munoz, Mr. Bob Chipil and Cpl Penny Andrews, loaded up the Spud Cannon along with their personal luggage and hit the road. After checking into the Officer Candidate Training Quarters at the Old Work Point Barracks site, we proceeded to the Meet and Greet at the new Naval Gun Room building next door to torment old friends and meet some new ones. One of the highlights of my evening was to actually meet BGen (Ret'd) Hanson, shake his hand and thank him personally for all of his hard work returning our beloved horse back to us and scrapping the Wankle Cap Badge. The rest of the evening was spent making merry and watching many of the guys play silly games like spin the barstool and let's throw the ball back



Cutting of the Cake

and forth outside till the blonde girl's dog drops from exhaustion. The following day we got bussed down to sunny and warm Albert Head where we spent a day of Spud Gun competitions (won by Esquimalt), Volleyball (won by Comox), Mini Golf (won by Comox), and a Euchre Competition (also won by Comox). We had burgers with all the fixens along with an awesome cake, which was cut by the Base Commander from CFB Esquimalt. A great Steak and Potato barbeque was served to us for supper and that evening was spent by most at the Tutor House Pub, once again making merry and talking about the days events. We returned back to Comox on 7 May totally wiped and ready to rest up for the weekend ahead. A very good time was had by all. Our thanks to Sgt Chris Beattie and all the guys from Esquimalt for their hard work and picking the perfect two days to have our 60th Anniversary Party.

On 14 May, the following week, we continued the celebrations back in Comox down at Air Force Beach where we had a barbeque, games of horseshoes, and volleyball for all the 19 Wing EME guys and girls who did not make it to Esquimalt. Life is rough here on the West Coast!!!!!!!!!!!!

Arte et Marte.



Spud Gun Competition

### PAST COLONEL COMMANDANT OF THE EME BRANCH RECEIVES THE MSM

Colonel (Retired) Murray Caister Johnston will be receiving, Fall 2004, the Meritorious Service Medal (military division) for truly outstanding service, dedication and selflessness well beyond the norm in his capacity as the Colonel Commandant of the Electrical and Mechanical Engineering Branch in the maintenance of morale and Regimental *esprit de corps* through his extensive travels, research and development of the EME Branch Honour Roll and the publication of the two authoritative books on the history of the EME Branch.





## OP NIJMEGEN LFWA 2004

By: Mcpl J. Martin, 1 GS Bn Fd Wksp, Edmonton

This has been an experience that we will remember for years to come. It was a long and painful journey to achieve *Operation Readiness* and complete this years Op NIJMEGEN marches as a team to receive the team medal. A job well done by all on starting and finishing the task as a team, which was our main goal. This has been the first time a team consisted mainly of members from 1 GS Bn Fd Wksp. In total, 23 EME personnel participated in the Nijmegen Marches and it just happened to take place on the 60<sup>th</sup> Anniversary of the EME Branch.

Training was fast and furious in the beginning. We didn't get approval to commence the training until 20 May. Needless to say, our team was approximately six weeks behind the rest of the Canadian contingent in training. We started right into 20 km marches to get a jump on things and start getting some miles down range. The 40 km confirmation was getting closer and closer, only 23 days, so everyone's feet required just a little more toughening up. During all the practice marches, you could see from the expressions on the members' faces the physical drain from sore feet and the question going through their mind..... Why am I doing this? The main problem we had was to find different paved routes that didn't have a lot of traffic (it's a proven fact that Edmonton has the country's worst drivers). You wondered if you were going to make it back alive sometimes, people just didn't want to slow down especially when there was a safety vehicle in the rear. It was nice to have a change of scenery and not the same route over and over. More often that wasn't the case, we had no choice but to use the same routes, simply because of the longer distances we needed. Shorter distances didn't seem to be much of a problem.

On 16 July 2004, we departed Edmonton to leap frog across Canada and connect with the remaining 15 teams headed for Holland. Our first destination was Lilly, France where, after being unloaded, the plane then headed to Vimy Ridge where we had an opportunity to tour the tunnels and trench lines and ended the day with a remembrance ceremony. That proved to be an awesome experience. At approximately 1700 hrs the Canadian contingent departed Vimy Ridge and headed for Camp Heumensoord, Nijmegen. We finally arrived at 2230 hrs on 17 July (only 32 hrs to reach our destination .... not bad!). After getting the troop's kit sorted out and a little rest, it was time to do some socializing, which helped to overcome some of the jet lag, and to get us prepared for the commencement of the first day on the Nijmegen marches on 20 July.

Day One finally came upon us, reveille at 0300 hrs with rain in the forecast. Form up at 0400 to march to the start line and by 0445 hrs we were off. That was our routine for the four days. It was extremely rewarding to see the overwhelming crowds cheering us on and especially the respect the Dutch people still have towards the Canadian soldiers to this day... remarkable. The first day proved to be the worst, it rained for about six hrs straight. There was no chance of getting dry that day. For the remaining three days, it just seemed harder and harder to get out of bed as the days went by. The team leader Lt Steve Taylor and 2IC Sgt Mel Jones, ensured the team's well being and encouraged a high standard of motivation to keep the team going strong to the end. Once we started to get going it was fine. With that said, just the experience of the local support was enough to ease the pain of our feet and to complete what we came here to do.

Finally, I would like to say that the experience was rewarding both mentally and physically! GREAT team work by all. Would I do it again? See you next year!!

Arte et Marte.



Maj Sanderson, NDHQ  
Lt Taylor, 1 GS Bn  
MWO MacNeil, CFJSR  
WO Clarke, CFSEME  
Sgt Jones, 1 GS Bn  
Sgt Walsh, CFSEME  
MCpl Sevigny, CFSEME  
MCpl Facey, 1 GS Bn  
MCpl Martin, 1 GS Bn  
Cpl Fisher, 1 GS Bn  
Cpl Smith, CFJSR  
Cpl Wolf, 7 CFSD  
Cpl Wear, 2 GS Bn  
Cpl Belley, 2 GS Bn  
Cpl Marsh, 1 GS Bn  
Cpl Burke, 3 ASG  
Cpl Cantin, SQFT  
Cfn Girardin, 1 GS Bn  
Cfn Connolly, 3 ASG  
Cfn Wells, 14 Wing  
Cfn Mabey, 3 ASG  
Cfn LeBlanc, 3 ASG  
Cfn Huard, SQFT



## EME IN HAITI

By: MCpl D. Blanchard, OP HALO, Haiti

**T**ask Force Haiti has been one of the fastest deployments that Canadian soldiers have seen in recent history. Personnel from different units all across Canada came together to fulfill the CF's commitment to Operation HALO. The main body arrived at the Port au Prince International Airport on 22 Mar 04. We were greeted with a balmy 38-degree temperature, quite a change from our Canadian March weather. We were bussed to a grassy field 1/2 km east of the airport to start the set up of our new home, which would come to be known as "Camp Possum Lodge".



WO Codner and Capt Cogswell

Our first order of business was getting issued essential kit which included a one man bug tent, a camelback, bug spray, and of course, sun screen. These few items, especially the bug tent, would prove to be most essential in the months to come to protect us from a variety of insects such as the relentless mosquitoes, the friendly tarantulas and the three inch nightmare inspiring centipedes.

Once shown our living quarters, we were immediately directed to our first of many "camp set-up" work parties. In the days to follow, we not only set up our own working area but also helped in any way possible with the construction of the camp.

We would start our day waiting for direction and tasking while gathered around handcrafted furniture we made from scrap wood. Several personnel would be left at the maintenance lines to carry out running repairs and to continue setting up Maint Pl. The rest of the maintenance personnel would be divided for tasks such as setting up OPs, building firing positions, providing camp security, building the perimeter fence and filling the essential, but never ending amount of sand bags. Because of the high temperatures, all personnel strictly adhered to a routine of taking a 10 minute break every half hour.

Although we were faced with austere conditions when we arrived such as temporary showers that required you to hoist up your own water supply and needed to be refilled after each use,

we all, to quote a phrase, "Arte et Marte" came together and improved our new home day by day. In the days to follow, we would see improvements in the construction of showers, a cement pad for maintenance, OPs, firing trenches and a brick wall to deter onlookers.

Even with our operational commitment to fulfill, our ET WO Basil Codner and the 2IC Sgt Chris Kane ensured we had some down time to celebrate our corps' birthday. They made all the necessary arrangements to ensure we had our traditional EME birthday cake (seen in photo) as well as arranging with the cooks to have hot dogs and hamburgers with all the trimmings thrown on the barbeque and a sit down at the maintenance lines. To help us celebrate this great event we were joined by a number of personnel from the NSE camp including the OC NSE Maj Herve, the 2IC Capt Bertin, the Ops O/Maint O of 2 RCR Capt Cogswell and CSM MWO Burgess.

The 60<sup>th</sup> Birthday of our EME organization is to say the least a milestone in our very proud corps that will be remembered by all its members no matter where it was celebrated. The troops deployed on OP HALO in Haiti were in high spirits despite the fact they were unable to participate in the ceremonies to bid farewell to our Col Cmdt, Col (Ret'd) M.C. Johnston and CWO J.D.A. Vass, EME Branch CWO. From all the EME patrons deployed on this operation, Col (Ret'd) Johnston and CWO Vass, we are sad to see you go and wish you all the best in your future endeavours.



Cpl K.J. Allen, Cpl S.R. Rolleston, Cpl S.J.G. Sansoucy, MCpl D. Wiseman, MCpl D.M. Blanchard, Sgt J.E. Smith, Cpl D.R. Currie, MCpl D.A. Rose, Cpl D.T. Rumbolt, Cpl C.P. Cogswell, Cpl J. Parrell, MCpl J.D. Nauffs, Cpl A.D. Brown, Cpl C.A. Muise, Cpl S.A.T. Wellwood (RCR/Supply), Cpl Y.J.R. Leduc, WO B.W. Codner, Sgt C.P. Kane

Missing from Photo:

MCpl D. Penny, Cpl S.J.G. O'Reilly, Cpl M.E. Martin, Cpl D.C.E. Bryer, Cpl W. Westall, Cpl D. De Ruiter, Cpl D. Morel, MCpl C. Miller (Supply), Cpl P. Hunt (Supply)  
TAV Team Personnel

Cpl J.C. Brewer, Cpl C.E. Lascelle, Cpl M.H. Mackinnon

### EME BRANCH (AREA) REPS

POSITION	NAME
NCR	CWO A.C. Dalcourt
AIRCOM	CWO J.R. Nelson
LFCA	Cpl M.P. Bidal
EME (A) PRESIDENT	LCol (Ret'd) P. Read
RCME (A) PRESIDENT	CWO (Ret'd) A.E. Rest

POSITION	NAME
LFWA	WO A.R. Walton
LFQA	Maj J.A.P. Fuller
LFAA	Capt G.M. Jeffrey
CFSTG	MWO P.J. Butler



## **FORMER RCEME SOLDIER VISITS BORDEN**

By: Sgt J.F.D. Ferland, CFSEME, Borden

In June 2004, we were very pleased to meet another former RCEME soldier. In the past, we have had many opportunities to speak with retired soldiers of RCEME trades such as Radar Mechanic, Draughtsman, and Electrical Mechanic. On this occasion, we welcomed Mr. Gerry Roblin who was a RCEME Administrative Clerk. These members were a rather small group within the RCEME Corps. He wore the same uniform as the technicians except that his trade badge indicated that he was a clerk. His responsibilities were, until unification, mostly Control Office duties as we see today. While working at the Army HQ in Ottawa, he was working with the personnel selection process to send RCEME soldiers on their respective career courses. Shortly after unification in 1968, the administration clerks rebadged to their own Branch and his duties changed to general office administration.

Mr. Roblin enrolled in 1955 where he completed Basic Training at the RCEME School in Barriefield. He proceeded to the Common Corps training that taught him RCEME Corps history and driver training. He proceeded to Borden for his trades training at the Royal Canadian Army Service Corps School. His postings included HQ RCEME Central Command in Ortona Barracks Oakville, Ontario, 18 Coy RCEME in Fort Churchill, Manitoba, 2 CIBG LAD, Petawawa, 56 Cdn Inf Wksp and Cdn HQ Base Unit Middle East in Rafah Egypt, 206 RCEME Workshop in Lakeview, Ontario, Army HQ Director of Personnel RCEME and DEME in Ottawa, 2 Svc Bn Maint Coy Petawawa, 73 Cdn Svc Bn, Ismalia, Egypt, CFB Borden BOR, Golan Heights, CFSAL, Borden, and HMCS York in Toronto. He retired in Barrie after 32 years of service in 1987.

Thanks to the efforts of Capt A. Noseworthy, this gathering came to be. Capt Noseworthy toured the various School sections with Mr. Roblin to meet some of our staff and establishments. Mr. Roblin also met the School Commandant, LCol J.G.D. Carrier and the Branch Adjutant, Mr. Richard Ratensperger.



The tour ended with a visit to the Heritage Room where Mr. Roblin viewed our past and present history. Mr. Roblin is seen standing next to the RCEME School display along with one of our woodcarvings. Mr. Roblin was kind enough to allow us to have a recorded interview in order to preserve some of his experiences.

This was an introduction to one group of members that have continuously supported our Branch either while part of RCEME or of the Administration Branch. More recently in January 1998, the Administration Branch ceased to exist and Administration Clerks amalgamated with Finance Clerks within the Logistics Branch.

ARTE ET MARTE.

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## **CAMP GAGETOWN'S EME SPIRIT IS ALIVE AND WELL...**

By: MWO R.J. Thompson, 3 ASG Maintenance, Gagetown

In what has become an annual event in Gagetown, the 2nd Annual EME WOs & Sgts (past and present) Mess Dinner was held at the WOs & Sgts Mess on 18 June 2004. This year, in observance of the EME Branch's 60th Anniversary, all EME officers on camp were invited as well. In typical EME fashion, the dinner went off without a hitch and all in attendance wait to see how the event can be outdone next year.

The guest speaker for the dinner was WO 2 (Ret'd) Ed Murphy, President of the RCEME Association (Atlantic) LAD 201. This year, the RCEME Association (Atlantic) Reunion, AGM and Dinner & Dance was held in Fredericton, where a number of Gagetown EME Sr NCOs participated. Also in attendance was CWO John Vass and we took this opportunity to thank and bid farewell to him on his retirement. Thanks to the Craftsmen in Materials Platoon, we provided him with a token of our appreciation for his leadership and direction during a career spanning 37 years, and specifically for his stewardship as the EME Branch CWO (it's reported that those of you who stayed to the wee hours, enjoyed the contents of the gift wholeheartedly).

Ninety-six people attended the dinner and the blend of presently serving and retired EME soldiers was about 50/50. Back

from his trip to Normandy was Mr. Cliff Brown. Mr. Brown is as "original issue" as it gets for RCEME, he was there on 15 May 1944, and three weeks later came ashore on Juno Beach, making him a member of a very exclusive club. His presence was acknowledged by a rousing standing ovation.

The message of the guest speaker's address reminded us all of the strong, proud background we have as a Corps, hitting on many of the Branch's successes: from D-Day, peacekeeping/making missions and numerous domestic operations. WO 2 Murphy used some of his time with us to issue the call for the next EME generation to pick up the torch from many previous RCEME, LORE, LEME, EME generations to carry on the fine work and determination of our proud Branch.

All in attendance left (some later than others) with the satisfaction that we still foster the "By skill and by fighting" attitude to carry the Branch's esprit de corps wherever we are called in the service of our country, and all anticipate the 3rd Annual Mess Dinner to be equally as or more successful.

Arte et Marte.



## OPENING OF THE EME BRANCH HERITAGE ROOM

By: JoAnne Gagne, Borden Citizen

In celebration of the EME 60th Anniversary, the Heritage Room at The Col Billy Barker VC Bldg A-141 on School Street off Craftsmen Road, was officially opened. It was a very special ceremony, as heritage items were donated by various people, to be included with the other historical memorabilia of the EME Branch. These historical items provide soldiers, young and old, with an education of their Branch.

The Vision Statement reads: *To serve as a training medium to teach EME History through the collection, preservation and display of military artefacts, pictures, books, documents and equipment pertaining to the EME Branch and its predecessor corps.*



A former vehicle mechanic, Sgt Oran Campbell, was a "CAN DO" soldier from day one. He endured the hardships of WWII throughout England, France and Italy. During his passage through Italy, he was a member of the 1st Infantry Troops workshop who was responsible for recovering one of our most popular icons of the EME Branch: Sadie. He has seen service in Korea, United Nations Emergency Force, Alert and many other workshops and detachments. He worked and played hard, one of the trademarks of an EME soldier. His esprit de corps will surely influence all past, present and future EME technicians. Sgt Campbell's family presented the medals to Col (ret'd) Johnston.



The Craftsman Training classroom has been named in honour of Cfn Hershel Peters. In 1940, he enlisted as an Artificer in the Artillery Corps. While in England, he joined the RCME as a mechanic. His first cap badge with the Corps was locally produced from a mold sent from Canada. He served in various workshops, was deployed to Korea and served on a one year tour in Camp Rafah, Egypt, as part of United Nations Emergency Force. In 1995, Cfn Peters passed away in Alliston. Mrs. Peters donated her husband's military related items to Col (ret'd) Johnston, in order to aid the preservation of Branch History.

The framed display will be mounted near the Craftsman Training classroom.



A ribbon cutting ceremony was held to officially open the Heritage Room. Sgt Beresford, Col Giguère, Col (ret'd) Johnston, BGen Holt, CWO Vass, Sgt Dan Ferland.



In 1961, Cfn Roster, a vehicle mechanic, lost his life during a United Nations Emergency Force tour. In recognition of his service, Sgt (ret'd) John Morrison, cousin to Cfn Roster, presented the medals and a Memorial Cross to Col (ret'd) Johnston (outgoing Colonel Commandant) and Sgt Beresford. The display will be mounted in the Memorial Hallway at Regimental Company.



Prior to heading to England in Dec 39, Mrs. Lickiss had given her son, Cfn Glendon Walker Lickiss a bible. When leaving for France, Lickiss had left his bible with a family in England. He died while serving in Northwest Europe and was buried at the Adegem Canadian Military Cemetery in Belgium. A couple of years ago, CWO Reg Murphy was given the bible by the English family, which he returned to Canada and delivered to BGen Holt. Subsequently, CWO Murphy returned it to the Lickiss family in Alberta, with whom he has maintained contact. In turn, Vance Lickiss, nephew of Cfn Lickiss decided to donate the bible to the EME Branch, to become part of the EME Honour Roll. CWO Murphy presented the bible to Col (ret'd) Johnston.



## EME ON ARMED FORCES DAY

By: Sgt G. Coles and Pte H. Jacques, CFB Shilo

**T**his year's event was held on 5 June 2004. The weather could not have been better with plenty of sun and light winds. There was an excellent turnout of spectators making the day a total success.



In usual EME tradition, our colors flew high and proud over the EME display, which consisted of the Heavy Logistics Vehicle Wheeled Wrecker (HLVW), the HLVW Heavy Mobile Repair Truck (HMRT) and the Weapons Heavy Repair SEV.

The centre of the display was the wrecker. Visitors and their children were given the opportunity to operate the main boom and try to catch "the little red fish". The wrecker also had the HMRT, complete with an M109 Self Propelled Howitzer power pack assembly on its rear deck, suspended and ready to tow, as a demonstration of its towing capabilities.

The Weapons Heavy Repair SEV was also very popular. It was under full camouflage with a two man crew tent and kit laid

out to the side of the vehicle. In the back of the SEV a C-6 Heavy Machine Gun and a C-9 Light Machine Gun were set up for display purposes. There was great interest in the guns with questions ranging from their capabilities to where can you get your hands on one.

The EME crew consisting of Sgt Coles, MCpl Michalski, Cpl Grabowski, Pte Jacques, Pte Crosby and Pte Jamieson also had the opportunity to view rappelling and an unarmed combat display put on by 2nd Battalion Princess Patricia Canadian Light Infantry.

Overall, it was a very good day and we all had a great time. It is reassuring to know that the citizens of our great community are still interested and care about what the soldiers of CFBASU Shilo do and what their capabilities are.

Arte et Marte.



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## RCEME TO EME AND STILL SERVING (CONTINUED)

By: WO W. E. Lundell, CFSEME, Borden



**I**n Issue 2 2003 of the EME Journal, Col (Ret'd) Johnston wrote an article highlighting currently serving members of the EME Branch who had originally joined the service as members of the RCEME Corps. WO Bernie McNeil's name did not make it into that article. We felt this oversight had to be corrected and so I am pleased to introduce WO Bernie McNeil.

### WO BERNIE MCNEIL CD, RCEME

WO McNeil joined in February 1966. He did basic training at Vimy Barracks in Kingston ON. After Group 1 training at the RCEME School in Barriefield, he was posted to 2nd Battalion, Black Watch in Gaagetown, from 1967 to 1970. He did his Group 2 training and returned to the RCEME School in Kingston for Group 3 training. WO McNeil was posted to 3 Svc Bn Gaagetown from 1970 to 1974 and then posted to HQ & Sigs in Germany, from 1974 to 1978, on to Summerside from 1978



to 1981, then RCD in Germany, from 1981 to 1985. From the RCD in Germany he was posted to CFS Sydney (Radar Station), where he stayed from 1985 to 1989. He then proceeded to 444 Tac Hel Sqn in Germany from 1989 to 1991, followed by a posting to 4 Svc Bn, Germany from 1991 to 1992. His last posting was to CFB Halifax, where he was a fixture from 1992 to 1997. He retired from the Regular Force in February 1997, after 31 years of service. He immediately transferred into the Reserves to 33 (Hfx) Svc Bn.

Bernie is still serving with the Battalion at this time. He says, "I am on my third extension. I enjoyed every year and every posting and I am still enjoying it. Hate like hell to finally have to hang up the old uniform". WO McNeil's decorations include CD 2, SSM, and Queen's Golden Jubilee Medal. "No UN tours, too busy going back and forth to Germany".